

OVERLAND CHINA MAIL  
(PUBLISHED EVERY  
MAIL DAY).  
Contains the Week's News  
of Hongkong and the  
Far East.  
Prices (including Postage) to  
any part of the world  
35c per annum.

# The China Mail.

ESTABLISHED 1845

May 23, 1921, Temperature 76°

Barometer 29.70 Rainfall 0.10 inches

Humidity 90.

May 23, 1920, Temperature 76°

No. 18,235

一月廿三日

RONGKONG, MONDAY, MAY 23, 1921.

日六月四酉辛未歲十國庚申中

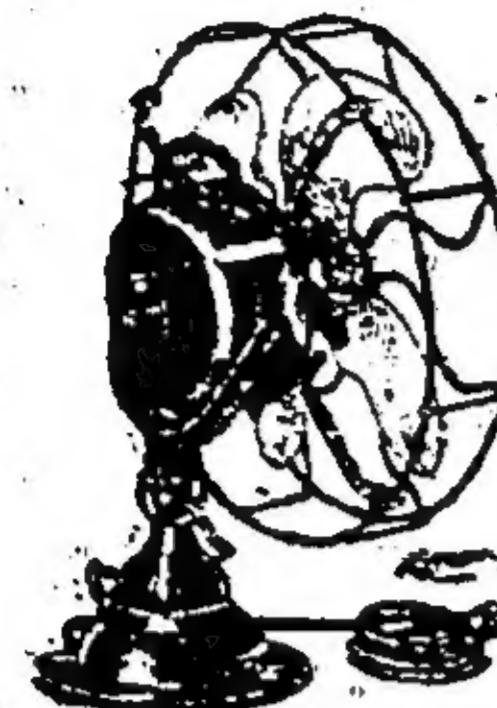
PRICE \$3.00 Per Month.

OUR PRINTING  
can safely be left with the  
CHINA MAIL.  
SATISFACTION ASSURED  
REASONABLE PRICES.

## BUSINESS NOTICES

### FANS.

BE PREPARED FOR THE HOT WEATHER.  
BUY NOW.



LARGE STOCKS.

THE GENERAL ELECTRIC CO. (of China), Ltd.  
Queen's Buildings.

Tel. 518.

### DRAGON MOTOR CAR CO.

(THE EUROPEAN GARAGE).

Open and Closed

### CARS FOR HIRE

TEL 482. in Hongkong and Kowloon. TEL 3552

Dana Textile Driving Belts,

Cycloid Ball Bearings,

Electric Motors,

Scientific Instruments.

FROM

THE DANISH CHINESE COMMERCIAL CO., LTD.

1A, Chater Road.

Those who deal with us may be assured of the following advantages.

### FRESH STOCK,

### REASONABLE PRICES,

VARIOUS BRANDS TO CHOOSE FROM AND  
ORDERS WILL RECEIVE PROMPT & CAREFUL

ATTENTION.

### TABAQUERIA FILIPINA,

33-40, Queen's Road Central,

HONGKONG.

Phone 3559.

ROUYER, GUILLET & CIE.  
COGNAC.

• • •

SOLE AGENTS:

CALDBECK, MACGREGOR & CO., LTD.  
15, QUEEN'S ROAD CENTRAL. TEL. 75.

EXPERIENCE  
has taught us that it is wise  
to consider quality before price.  
We have a stock of Pocket and  
Wrist Watches of quality  
THAT SATISFY!

J. ULLMANN & CO  
WATCH FIRM. EST. 1841

## TODAY'S CABLES.

(Reader's Service to the China Mail)

### NEW WAR.

POLISH REINFORCEMENTS INVADE UPPER SILESIA.

### GERMANS ATTACK.

BERLIN, May 22.

A message from Oppeln states that Polish reinforcements invaded Upper Silesia. Severe fighting occurred near Rosenburg. The insurgents were forced to evacuate several villages. The situation at present is obscure. The Daily Mail's correspondent with the German forces in a message indicative of the changing times reports that Germans attacked near the Oder and are elated at their "success in the first operation of the war." During the insurrection there has also been fighting at Kreuzburg, Raibor, and Krappitz with numerous casualties. In a message from Berlin it is reported that the Government has again protested against the raising of volunteers for Silesia but it is incapable of restraining them.

GOVERNMENT COURTING BRITISH APPROVAL.

LONDON, May 22.

France last night presented a new note to Britain pointing out the danger of the situation in upper Silesia becoming more serious owing to the persistence of the German corps which is constantly being reinforced and the state of mind of the workmen who may turn bushwhackers, and the difficulties intervening between the executive of the Polish movement and the Germans. France therefore proposes that Britain and France jointly urge the German Government to execute the measures it proposed and in this connection invite Lord D'Aberset to support the steps taken by the French Ambassador in Berlin.

### EMPIRE POLICY.

GENERAL SMUTS STATES SOUTH AFRICA'S ATTITUDE.

### THE ANGLO-JAPANESE ALLIANCE.

CAPETOWN, May 22.

In the Assembly, General Smuts, in the course of an important statement with regard to the impending meeting of the prime ministers of the Empire in London, declared that the policy of the British Empire should be directed to attaining real world peace. He advocated a return to the traditional British policy as far as possible of keeping out of continental entanglements and urged that the British Empire make a great effort to get Europe out of the rut in which she is driving to find disaster. If the British Empire laid down her own peaceful policy not dictated by partisan or outside considerations but entirely by considerations of securing the peace and prosperity of the world, and if America backed the Empire in this, he was sure it would be possible even at this late hour to secure world peace.

### NAVAL DEFENCE OF THE EMPIRE.

General Smuts continued that the Empire's foreign policy should be to try to remove feelings which were keeping asunder the countries of Europe, and establish normal conditions on the Continent. With regard to the question of renewal of the Anglo-Japanese Alliance a paramount consideration was to secure as far as possible British and American understanding and co-operation. The treaty should not be renewed unless we could satisfy America by a form of treaty that no harm to her interests could follow its renewal. South Africa had only a small interest in the question of naval defence of the Empire as vital spots for defence were in other waters than those of South Africa. The correct policy for South Africa was more and more to become responsible for her coast defence.

### HOME NEWSPAPER'S COMMENT.

LONDON, May 22.

As regards the speeches of Mr. Hughes and General Smuts, the Daily Telegraph points out that both statesmen emphasize that the forthcoming meeting of Empire premiers is very important in view of the discussions of new constitutional relations. The journal urges that the question of greatest immediate moment as regards the Empire's naval defences is the Anglo-Japanese alliance. It says that hitherto Japan has proved itself a solid guarantee of our imperial interests in the Pacific and has materially lightened the burden of our defence policy there. It says that the absolute right of the Dominions to a voice in deciding the question is not denied and is undeniable. Our confident hope is that a solution in the sense outlined by Mr. Hughes will be achieved.

### FIRST TEST MATCH.

### EIGHT MEN WHO WILL PLAY.

LONDON, May 22.

The following eight players have been definitely selected for the first test match—Douglas (captain), Knight, Rhodes, Hendren, Woolley, Holmes, H. Howell, and Richmond (wicket-keeper). Another player will be chosen on May 24, either Jupp or E. Tyldesley who were invited to attend at Nottingham to complete the side.

### LEAGUE OF NATIONS.

### COUNCIL MEETING POSTPONED A WEEK.

GENEVA, May 22.

The meeting of the Council of the League of Nations has been postponed from June 9 until June 17 to enable representatives of states some of whom had important engagements on June 9 to attend the session.

### FRENCH LAWN TENNIS.

### MEN'S SINGLES CHAMPIONSHIP.

PARIS, May 22.

In the challenge round of the men's singles lawn tennis championship of France Samazanoff beat Gobert, the holder, by 6-3, 2-6, 7-5.

### THE DOLLAR.

TO-DAY'S CLOSING RATE 25. 3.8

TO-DAY'S OPENING RATE 25. 3.8

### CONFIDENCE TRICKS.

### GREED MAKES VICTIMS.

### WOMEN WHO TAKE A CHANCE.

The old, old story was told the police by a Chinese woman who was the victim of a confidence trick in Yau-mati on Saturday. About 2 p.m., according to her tale of woe, she was walking near the Sincere store in Shanghai Street, when she was accosted by two men who declared that they had found a bundle of notes on a steam launch, but did not know where to get them changed, as they were strangers to Yau-mati, having come down from Canton only a few days ago. The woman agreed to change the money for the strangers, handing them as security eight pieces of jewellery, valued at \$113. She had not gone far before she discovered that the parcel contained the usual waste paper. Naturally when she returned to the agreed rendezvous the men were gone.

In view of the many frauds of this description practised locally, a China Mail reporter asked an old member of the Police Force for his opinion, and was informed that in most cases it was not simplicity but greed which make confidence tricks possible. Women always took a chance, and in the rare event of the notes being genuine, disappeared. However, never had the police heard of such a case.

### NO JURISDICTION.

### JAIL SENTENCE ANNULLED.

### OPIUM CASE TO BE TRIED AT WUCHOW.

Mr. C. F. Mason, solicitor, this morning applied to Magistrate Orme for a re-hearing of the case in which a Chinese seaman of the H.M.S. "Moorish" was last week sentenced to twelve months' imprisonment with hard labour for the unlawful possession of opium on board the vessel at Wuchow. Mr. Mason said that he was making the application on the ground that as the opium was found at Wuchow the defendant did not come within the jurisdiction on the local Court.

The Magistrate, who agreed, said that he had re-considered the case since sentence was passed and had decided to return the defendant to his ship with the advice that he be taken to Wuchow to be dealt with there by Chinese authorities. He thought that the opium should be taken to Wuchow with the defendant. Sub-Inspector Tim Murphy: On condition that it comes back to Hongkong after the case?

The Magistrate: No, it does not come within our jurisdiction, and must therefore go to the Chinese authorities.

The defendant was ordered to return to his ship.

### CHINA'S RAILWAYS.

### CANTON-HANKOW LINE.

### FINANCE ARRANGEMENTS.

A definite arrangement has been reached with regard to financing the construction of the Human Section of the Canton Railway. The Committee on Railway Finance proposes to apportion the cost of constructing the line from Chuchow to Hengchow, which is estimated at \$4,110,000, among the following lines:

Peking-Hankow Line... \$120,000 Monthly.  
Tientsin-Pukow Line... 120,000.  
Peking-Mukden Line... 120,000.  
Peking-Suiyuan Line... 30,000.  
Total... \$400,000.

These sums are to be handed over by the respective railways direct to the Canton-Hankow Railway Administration, beginning this month. In three years the payments will amount to \$14,400,000. After 1924, the same lines will supply funds for laying road-bed from Hengchow to Hsin-tai-ling, and building the necessary bridges and tunnels. The monthly total will then be decreased to \$200,000 for the fourth and fifth year, and \$190,000 for the sixth year. These sums will be accounted for in the accounts of the Ministry as surpluses of the four existing lines.

At present the Human Section of the Canton-Hankow Railway reaches from Wuchang to Chuchow, and measures 222 miles. The Chuchow-Hengchow section will be 81 miles in length, and the Hengchow-Hsin-tai-ling section about 121 miles. In Kwangtung, about 233 miles of road (equivalent to 70 miles) has not yet been finished.

## BUSINESS NOTICES

### FOR GOOD VALUE.

"LUXITE" SILK & HOSE cannot be bettered. From new stock just to hand we are now selling, at lower price than anywhere in Colony:

"LUXITE" SILK & HOSE, in Cordovan, Gunmetal, Navy, Champagne, Grey, Black or White at

\$3.00

Per Pair.

Man's Wear Specialists.  
16 Des Voeux Rd. Phone 29.

### MACKINTOSH & CO.

WE ARE NOW CARRYING STOCKS OF HIGH CLASS DUTCH HAVANA CIGARS

### THE PHARMACY

22, Queen's Road. Tel. 845

WE ARE NOW CARRYING STOCKS OF HIGH CLASS DUTCH HAVANA CIGARS

THE PHARMACY

22, Queen's Road. Tel. 845

WE ARE NOW CARRYING STOCKS OF HIGH CLASS DUTCH HAVANA CIGARS

THE PHARMACY

22, Queen's Road. Tel. 845

WE ARE NOW CARRYING STOCKS OF HIGH CLASS DUTCH HAVANA CIGARS

THE PHARMACY

22, Queen's Road. Tel. 845

WE ARE NOW CARRYING STOCKS OF HIGH CLASS DUTCH HAVANA CIGARS

THE PHARMACY

22, Queen's Road. Tel. 845

WE ARE NOW CARRYING STOCKS OF HIGH CLASS DUTCH HAVANA CIGARS

THE PHARMACY

22, Queen's Road. Tel. 845

WE ARE NOW CARRYING STOCKS OF HIGH CLASS DUTCH HAVANA CIGARS

THE PHARMACY

22, Queen's Road. Tel. 845

WE ARE NOW CARRYING STOCKS OF HIGH CLASS DUTCH HAVANA CIGARS

THE PHARMACY

22, Queen's Road. Tel. 845

WE ARE NOW CARRYING STOCKS OF HIGH CLASS DUTCH HAVANA CIGARS

THE PHARMACY

22, Queen's Road. Tel. 845

WE ARE NOW CARRYING STOCKS OF HIGH CLASS DUTCH HAVANA CIGARS

THE PHARMACY

22, Queen's Road. Tel. 845

WE ARE NOW CARRYING STOCKS OF HIGH CLASS DUTCH HAVANA CIGARS

THE PHARMACY

22, Queen's Road. Tel. 845

## LAMMERT BROS.

AUCTIONEERS, APPRAISERS  
AND SURVEYORS.

## Public Auctions

THE Undersigned have received instructions to sell by Public Auction, on WEDNESDAY, May 25, 1921, commencing at 12 o'clock (noon) at their Sales Rooms, Duddell Street, 1 Plymouth Rock Cock and 3 Hens, 1 Leghorn Cock and 3 Hens. On view on day of sale. Terms—Cash on delivery.

LAMMERT BROS., Auctioneers.

Hongkong, May 21, 1921.

## BY ORDER OF THE MORTGAGEEES

MESSRS. LAMMERT BROS. are instructed to sell

the S. S. "KAM MA," as the new ship in the Typhoon Refuge, at YAU MATI, by

## PUBLIC AUCTION,

on THURSDAY, the 26th day of May, 1921, at 3 p.m. in ONE LOT at their Auction Rooms in Duddell Street.

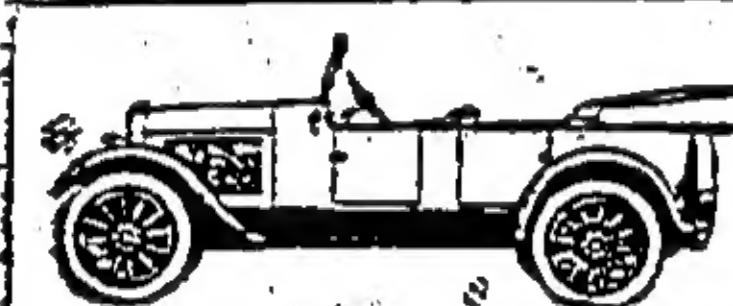
The Ship is a Wooden ship of approximately 1800 tons capacity with accommodation for about 500 Chinese Passengers now nearing completion. For particulars to view apply to Messrs. LAMMERT BROS., the Auctioneers.

For further particulars

Apply to: Messrs. JOHNSON STOKES &amp; MASTER,

Solicitors, &amp;c., Hongkong. Or to THE AUCTIONEERS.

Hongkong, May 6, 1921.



PALACE MOTOR CO., LTD.  
Phone Central 644  
Western Branch 3148  
Kowloon Branch 8307  
New Cars for Hire & For Sale.  
Private Cars garaged.  
Repairing Cars a Specialty.

## FARES FOR PUBLIC VEHICLES.

## CHAIRS.

I.—In Victoria, with two Bearers.  
Quarter hour, 10 cents  
Half hour, 20 "  
One hour, 25 "  
Three hours, 50 "  
Six hours, 70 "  
Day (6 a.m. to 6 p.m.), \$1.00  
If the trip is extended beyond Victoria, half fare extra.

Between the hours of 8.30 p.m. and 6 a.m. the above fares shall be increased by 50 per cent.

II.—Beyond Victoria, with four Bearers.

Hour, 60 cents.  
Three hours, \$1.00  
Six hours, 1.50 "  
Day (6 a.m. to 6 p.m.), 2.00

III.—In the Hill District.  
With 2 Bearers With 4 Bearers.

Quarter hour, \$0.15 \$0.20  
Half hour, 0.30 0.40  
One hour, 0.50 0.60  
Two hours, 0.70 0.80  
Three hours, 1.00 1.20  
Six hours, 1.50 1.70  
Day (6 a.m. to 6 p.m.), 2.00

## RICKSHAW.

II.—In the Island of Hongkong, if engaged in Victoria.

Ten minutes, 5 cents  
Quarter hour, 10 "  
Half hour, 15 "  
One hour, 20 "  
Every Subsequent hour, 30 "

Note.—If the ricksha is engaged within the City of Victoria, and is disengaged outside the Western part of the City of Victoria after 6 p.m., or is disengaged to the East of the New Police Station on the Eastern side of the City of Victoria after 6 p.m., an extra half fare shall be chargeable.

## II.—In Kowloon.

Quarter hour, 5 cents  
Half hour, 15 "  
Hour, 30 "  
Every subsequent hour, 40 "

III.—Taxis.  
Twenty cents shall be added for each extra hour or part of an hour if the latter causes the journey to take longer than

one mile.  
single, 75 cents—1 hour, return, \$1.00 2 hours.  
Second 4th to 8th mile, single, \$1.20 2 hours.  
return, \$1.50 4 "

Beyond 8th to 11th mile, single, \$2.00 3 "  
return, \$2.50 3 "

Fares for journeys beyond the 11th mile to be a matter of previous arrangement in each case.

The fares here set out to apply to one ricksha with three coolies from Tsim Sha Tsui.

## INTIMATIONS

## YOU CANNOT AFFORD TO BE WITHOUT THEM.

JUST received a large Consignment of (1) LACTOCEN the most digestible food for Infants which keeps good quality during Hot weather. (2) LACTOSE (Milk Sugar) for sweetening the food. (3) Infants and Drypers (3) MILFORD-McGRATH FLUID INSECTICIDE the Best Fluid for destroying Fleas, Mosquitoes, Bugs, Flies and all other Insect Pests in Summer days, and (4) JOHN CAHILL'S GOLDEN FLEECE, MAGIC and CINDERELLA SOAPS for keeping everything clean in Houses.

PRICES are Very Moderate. Inspection and Enquiries are cordially invited.

SHIU FUNG TAI & CO.,  
Sole Agents for Hongkong and South China.  
on C. & A. Company, Bond Central, Hongkong.  
Telephone No. 123

## 理 代 業 廣

## JUST RECEIVED

Fresh Supply

of

## SEEABLE

## STAMP HINGES

of

## BEST QUALITY.

## GRACA &amp; CO.

Dealers in Postage Stamps,

Philatelic Goods, Religious

Books, Toys, etc.

No. 10, Wyndham Street,

P.O. Box 620.

Hongkong.

For further particulars

Apply to:

Messrs. JOHNSON STOKES

&amp; MASTER,

Solicitors, &amp;c., Hongkong.

Or to THE AUCTIONEERS.

Hongkong, May 6, 1921.

JAPANESE MAKERS.

Every kind of Footwear.

## MADE TO ORDER.

CHERRY &amp; CO.,

PEDDER STREET,

Opposite Hongkong Hotel

Telephone No. 421.

Hongkong, March 20, 1921.

TANG YUK, Dentist

Successor to

the late SIEU TING,

14, D'Aguilar Street.

TELEGRAMS VERY MODERATE

CONSULTATION FEE.

THE NEW FRENCH REMEDY,  
**THERAPION N° 1**  
**THERAPION N° 2**  
**THERAPION N° 3**  
See 1 for Remedy  
See 2 for External  
See 3 for Internal  
See 4 for External  
See 5 for Internal  
See 6 for External  
See 7 for Internal  
See 8 for External  
See 9 for Internal  
See 10 for External  
See 11 for Internal  
See 12 for External  
See 13 for Internal  
See 14 for External  
See 15 for Internal  
See 16 for External  
See 17 for Internal  
See 18 for External  
See 19 for Internal  
See 20 for External  
See 21 for Internal  
See 22 for External  
See 23 for Internal  
See 24 for External  
See 25 for Internal  
See 26 for External  
See 27 for Internal  
See 28 for External  
See 29 for Internal  
See 30 for External  
See 31 for Internal  
See 32 for External  
See 33 for Internal  
See 34 for External  
See 35 for Internal  
See 36 for External  
See 37 for Internal  
See 38 for External  
See 39 for Internal  
See 40 for External  
See 41 for Internal  
See 42 for External  
See 43 for Internal  
See 44 for External  
See 45 for Internal  
See 46 for External  
See 47 for Internal  
See 48 for External  
See 49 for Internal  
See 50 for External  
See 51 for Internal  
See 52 for External  
See 53 for Internal  
See 54 for External  
See 55 for Internal  
See 56 for External  
See 57 for Internal  
See 58 for External  
See 59 for Internal  
See 60 for External  
See 61 for Internal  
See 62 for External  
See 63 for Internal  
See 64 for External  
See 65 for Internal  
See 66 for External  
See 67 for Internal  
See 68 for External  
See 69 for Internal  
See 70 for External  
See 71 for Internal  
See 72 for External  
See 73 for Internal  
See 74 for External  
See 75 for Internal  
See 76 for External  
See 77 for Internal  
See 78 for External  
See 79 for Internal  
See 80 for External  
See 81 for Internal  
See 82 for External  
See 83 for Internal  
See 84 for External  
See 85 for Internal  
See 86 for External  
See 87 for Internal  
See 88 for External  
See 89 for Internal  
See 90 for External  
See 91 for Internal  
See 92 for External  
See 93 for Internal  
See 94 for External  
See 95 for Internal  
See 96 for External  
See 97 for Internal  
See 98 for External  
See 99 for Internal  
See 100 for External  
See 101 for Internal  
See 102 for External  
See 103 for Internal  
See 104 for External  
See 105 for Internal  
See 106 for External  
See 107 for Internal  
See 108 for External  
See 109 for Internal  
See 110 for External  
See 111 for Internal  
See 112 for External  
See 113 for Internal  
See 114 for External  
See 115 for Internal  
See 116 for External  
See 117 for Internal  
See 118 for External  
See 119 for Internal  
See 120 for External  
See 121 for Internal  
See 122 for External  
See 123 for Internal  
See 124 for External  
See 125 for Internal  
See 126 for External  
See 127 for Internal  
See 128 for External  
See 129 for Internal  
See 130 for External  
See 131 for Internal  
See 132 for External  
See 133 for Internal  
See 134 for External  
See 135 for Internal  
See 136 for External  
See 137 for Internal  
See 138 for External  
See 139 for Internal  
See 140 for External  
See 141 for Internal  
See 142 for External  
See 143 for Internal  
See 144 for External  
See 145 for Internal  
See 146 for External  
See 147 for Internal  
See 148 for External  
See 149 for Internal  
See 150 for External  
See 151 for Internal  
See 152 for External  
See 153 for Internal  
See 154 for External  
See 155 for Internal  
See 156 for External  
See 157 for Internal  
See 158 for External  
See 159 for Internal  
See 160 for External  
See 161 for Internal  
See 162 for External  
See 163 for Internal  
See 164 for External  
See 165 for Internal  
See 166 for External  
See 167 for Internal  
See 168 for External  
See 169 for Internal  
See 170 for External  
See 171 for Internal  
See 172 for External  
See 173 for Internal  
See 174 for External  
See 175 for Internal  
See 176 for External  
See 177 for Internal  
See 178 for External  
See 179 for Internal  
See 180 for External  
See 181 for Internal  
See 182 for External  
See 183 for Internal  
See 184 for External  
See 185 for Internal  
See 186 for External  
See 187 for Internal  
See 188 for External  
See 189 for Internal  
See 190 for External  
See 191 for Internal  
See 192 for External  
See 193 for Internal  
See 194 for External  
See 195 for Internal  
See 196 for External  
See 197 for Internal  
See 198 for External  
See 199 for Internal  
See 200 for External  
See 201 for Internal  
See 202 for External  
See 203 for Internal  
See 204 for External  
See 205 for Internal  
See 206 for External  
See 207 for Internal  
See 208 for External  
See 209 for Internal  
See 210 for External  
See 211 for Internal  
See 212 for External  
See 213 for Internal  
See 214 for External  
See 215 for Internal  
See 216 for External  
See 217 for Internal  
See 218 for External  
See 219 for Internal  
See 220 for External  
See 221 for Internal  
See 222 for External  
See 223 for Internal  
See 224 for External  
See 225 for Internal  
See 226 for External  
See 227 for Internal  
See 228 for External  
See 229 for Internal  
See 230 for External  
See 231 for Internal  
See 232 for External  
See 233 for Internal  
See 234 for External  
See 235 for Internal  
See 236 for External  
See 237 for Internal  
See 238 for External  
See 239 for Internal  
See 240 for External  
See 241 for Internal  
See 242 for External  
See 243 for Internal  
See 244 for External  
See 245 for Internal  
See 246 for External  
See 247 for Internal  
See 248 for External  
See 249 for Internal  
See 250 for External  
See 251 for Internal  
See 252 for External  
See 253 for Internal  
See 254 for External  
See 255 for Internal  
See 256 for External  
See 257 for Internal  
See 258 for External  
See 259 for Internal  
See 260 for External  
See 261 for Internal  
See 262 for External  
See 263 for Internal  
See 264 for External  
See 265 for Internal  
See 266 for External  
See 267 for Internal  
See 268 for External  
See 269 for Internal  
See 270 for External  
See 271 for Internal  
See 272 for External  
See 273 for Internal  
See 274 for External  
See 275 for Internal  
See 276 for External  
See 277 for Internal  
See 278 for External  
See 279 for Internal  
See 280 for External  
See 281 for Internal  
See 282 for External  
See 283 for Internal  
See 284 for External  
See 285 for Internal  
See 286 for External  
See 287 for Internal  
See 288 for External  
See 289 for Internal  
See 290 for External  
See 291 for Internal  
See 292 for External  
See 293 for Internal  
See 294 for External  
See 295 for Internal  
See 296 for External  
See 297 for Internal  
See 298 for External  
See 299 for Internal  
See 300 for External  
See 301 for Internal  
See 302 for External  
See 303 for Internal  
See 304 for External  
See 305 for Internal  
See 306 for External  
See 307 for Internal  
See 308 for External  
See 309 for Internal  
See 310 for External  
See 311 for Internal  
See 312 for External  
See 313 for Internal  
See 314 for External  
See 315 for Internal  
See 316 for External  
See 317 for Internal  
See 318 for External  
See 319 for Internal  
See 320 for External  
See 321 for Internal  
See 322 for External  
See 323 for Internal  
See 324 for External  
See 325 for Internal  
See 326 for External  
See 327 for Internal  
See 328 for External  
See 329 for Internal  
See 330 for External  
See 331 for Internal  
See 332 for External  
See 333 for Internal  
See 334 for External  
See 335 for Internal  
See 336 for External  
See 337 for Internal  
See 338 for External  
See 339 for Internal  
See 340 for External  
See 341 for Internal  
See 342 for External  
See 343 for Internal  
See 344 for External  
See 345 for Internal  
See 346 for External  
See 347 for Internal  
See 348 for External  
See 349 for Internal  
See 350 for External  
See 351 for Internal  
See 352 for External  
See 353 for Internal  
See 354 for External  
See 355 for Internal  
See 356 for External  
See 357 for Internal  
See 358 for External  
See 359 for Internal  
See 360 for External  
See 361 for Internal  
See 362 for External  
See 363 for Internal  
See 364 for External  
See 365 for Internal  
See 366 for External  
See 367 for Internal  
See 368 for External  
See 369 for Internal  
See 370 for External  
See 371 for Internal  
See 372 for External  
See 373 for Internal  
See 374 for External  
See 375 for Internal  
See 376 for External  
See 377 for Internal  
See 378 for External  
See 379 for Internal  
See 380 for External  
See 381 for Internal  
See 382 for External  
See 383 for Internal  
See 384 for External  
See 385 for Internal  
See 386 for External  
See 387 for Internal  
See 388 for External  
See 389 for Internal  
See 390 for External  
See 391 for Internal  
See 392 for External  
See 393 for Internal  
See 394 for External  
See 395 for Internal  
See 396 for External  
See 397 for Internal  
See 398 for External  
See 399 for Internal  
See 400 for External  
See 401 for Internal  
See 402 for External  
See 403 for Internal  
See 404 for External  
See 405 for Internal  
See 406 for External  
See 407 for Internal  
See 408 for External  
See 409 for Internal  
See 410 for External  
See 411 for Internal  
See 412 for External  
See 413 for Internal  
See 414 for External  
See 415 for Internal  
See 416 for External  
See 417 for Internal  
See 418 for External  
See 419 for Internal  
See 420 for External  
See 421 for Internal  
See 422 for External  
See 423 for Internal  
See 424 for External  
See 425 for Internal  
See 426 for External  
See 427

**Hughes & Hough**  
Auctioneers to the Government  
and Admiralty.

Coal Contractors  
General Brokers.

**PUBLIC AUCTIONS**

The Undersigned have received instructions to sell by Public Auction, (or account or on the consignment),

**WEDNESDAY,**  
May 25, 1921, commencing at 2.30 p.m., at their Sales Room, No. 5, Des Voeux Road, Corner of Ice House Street,

**TEAKWOOD AND BLACKWOOD FURNITURE, BRASS AND TEAKWOOD TWIN BEDSTEADS, CARPETS, &c., &c.**  
comprising:

Dining Suites, Chesterfield Sofas, Arm-chairs (new), Card and Occasional Tables, Teakwood, Twin Bedsteads, large and small Wardrobes, Dressing Tables and Chairs, Waists, &c., (fumed Teakwood), Sideboards, Diner Wagons, Dinner Services, Crockery, & Glass Ware, Cooking Stoves, Cutlery, &c., Bath Room Utensils, Electroplated Ware, One American Ice Chest, Electric Reading Lamps, Screens, Sundry Blackwood Furniture, Chairs, Cabinets, Pictures, &c. (Full Particulars from Catalogues). Terms—Cash.

**HUGHES & HOUGH**  
Auctioneers.

Hongkong, May 19, 1921.

G. R.

The Undersigned have received instructions to sell by Public Auction, Subject to Reserve, on

**SATURDAY,**  
May 28, 1921, at 10.30 a.m., at Royal Army Service Corps Pier. W. D. Vessel "HERCULES"

Length—85 feet.  
Beam—17 2 inches.  
Depth—10 3 "  
Displacement Tonnage 170 Tons.  
Engine—Cox's Falmouth.  
Horse Power—350 H.P.  
Knots 10. Working Pressure per square inch 150 lbs.  
Built at Falmouth.

Materials of Construction Wood to water Line Iron Plate.  
Approximate Carrying Capacity 25 Tons or 100 Passengers.

As she now lies.  
A detailed list of fittings to be sold with the ship may be seen at these offices.

The vessel will be open to inspection from **TODAY** to the day of sale inclusive between hours of 10 a.m. and 4 p.m.

Permits for inspection will be issued on application at the Auctioneers.

Ship may not be viewed without permit.

Terms—Cash.  
**HUGHES & HOUGH**,  
Auctioneers to the Government.

Hongkong, May 20, 1921.

**KERMATH**

Dependable Marine Engines

If you are looking for a dependable engine—one that will always run, will economise fuel, and is standardised in every part you want a Kermath.

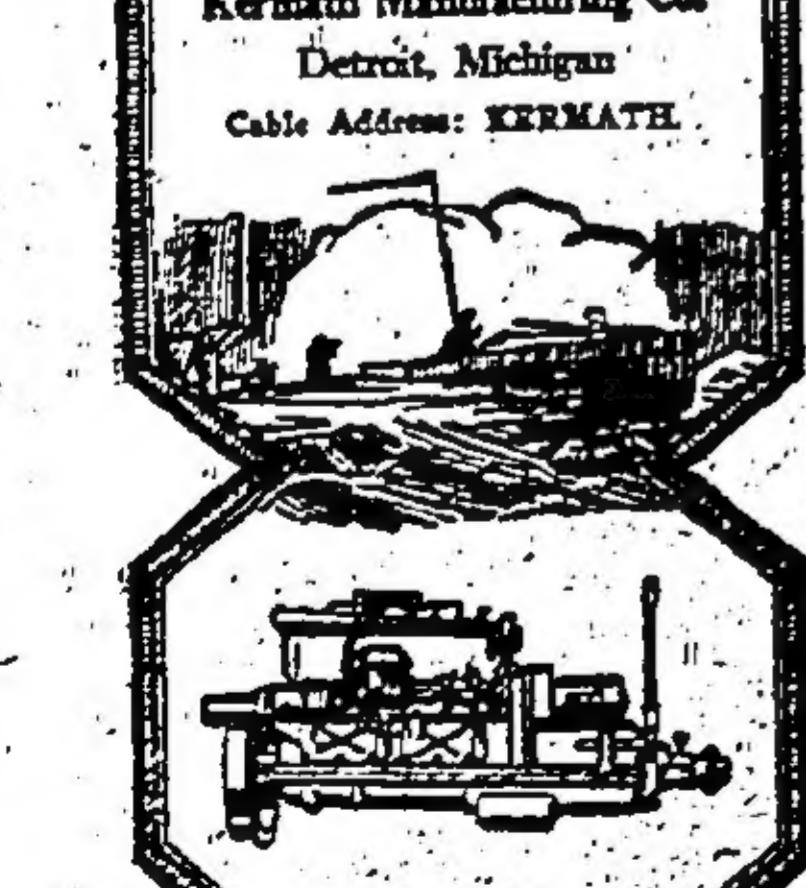
Kermath dependability is a by-word among Kermath users.

4 to 40 H.P. 4 cylinder, 4 cycle engines only.

Price: \$10-\$110, Duct.

Jardine, Matheson & Co.  
BRITISH CHINA

Kermath Manufacturing Co.  
Detroit, Michigan  
Cable Address: KERMATH



**CAUSE OF DESPONDENCY.**  
Despondency is often caused by indigestion and constipation, and quickly disappears when Chamberlain's Tablets are taken. These tablets strengthen the digestion and move the bowels. For this by an eminent and a doctor expert.

**WANT ADVERTISEMENTS**  
25 WORDS \$1 INSERTION.  
\$1 PREPAID.  
Every additional word 6 cents  
for 3 insertions.

**WANTED.**

**WANTED**—To PURCHASE South China Morning Post Shares. Apply A.R.C., c/o "China Mail Office."

**YOUNG ENGLISHMAN**, seeks a position as General Assistant, Traveller, or any position of trust, Commercial experience, Bookkeeping and general office routine. Excellent references. Now disengaged. Please reply Box 1290, c/o "CHINA MAIL."

**FOR SALE.**

**FOR SALE**—ONE or TWO LOTS of LAND, in Jordan Road, Kowloon, about seven minutes by Rickshaw from Ferry. For plan & further particulars apply Box 1288, c/o "CHINA MAIL."

**INTIMATIONS.**

**HONGKONG JOCKEY CLUB.**

**THE THIRD-GYMKHANA** is fixed for **SATURDAY**, June 4th, 1921. Draft Programmes and Entry Forms may be obtained at the Race Course, Hongkong Club, and Causeway Bay Stables.

Entries close **TUESDAY**, 24th May, Hongkong, May 17, 1921.

**NOTICE.**

I HEREBY beg to NOTIFY the public that this Consulate will not be responsible for any debts incurred by **EINAR JOHNSEN**, previously of the Norwegian steamship "Providence".

**SVERRE BERG**,  
Acting Consul for Norway.

Hongkong, May 20, 1921.

**CANADIAN-PACIFIC-OCEAN SERVICES, LTD.**

**EFFECTIVE** from this date, Mr. **PERCY A. COX**, has been appointed General Agent of The Canadian Pacific Ocean Services, Ltd. at Hongkong, succeeding Mr. **J. H. WALLACE**, who has retired from this Company's service.

**W. T. PAYNE**,  
Manager,  
Japan and China.

Hongkong, May 20, 1921.

**GILLARD'S**

HAVE you seen the advertisement on page 2 of **THE DAILY PRESS**? It is of interest to you...

**REPULSE BAY HOTEL.**

**THE Management** beg to announce that the **WEST WING EXTENSION** and the new **GARAGE** will be completed during the month of June, 1921.

The Management having received numerous applications for monthly quotations from local residents who are not owners of private cars, have decided to allocate a limited number of rooms for this purpose, and now beg to announce the following inclusive rates—

Two (2) persons occupying one double room with private bath, covering attendance, meals (which may be taken either at the Repulse Bay Hotel or at the Hongkong Hotel Main Dining Room) and transportation, i.e. one trip in and out each day during specified hours (excluding Sundays and Public Holidays) \$450. per month for two persons.

Four (4) persons occupying two double rooms with private baths, covering attendance, meals (which may be taken either at the Repulse Bay Hotel or at the Hongkong Hotel Main Dining Room) and transportation, i.e. one trip in and out each day during specified hours (excluding Sundays and Public Holidays) \$450. per month for two persons.

The difference in rates above quoted is explained as follows:—The rate of \$600.—is for two persons in one car, and the second quotation of \$450.—covers cases where four persons are prepared to share one car for transportation.

No extra charge to residents will be made in connection with the regular Tea and Dinner Dances or entertainments held at the Repulse Bay Hotel.

Monthly residents will also be entitled to the free use of the individual bathing tents on the beach.

For further information apply in writing to the undersigned.

**HONGKONG HOTEL CO. LTD.**

**J. H. TAGGART**,  
Manager.

Hongkong, May 19, 1921.

**MASSAGE.**

**MR. HONDA and MRS. HONDA**  
14 years experience.  
No. 24 Wyndham Street.  
Opposite to the China Mail.

Famous the World Over.  
Book on "Dog Diseases, their Care and How to Feed".  
Mailed free to my address.  
H. C. G. Glover Co. Ltd.  
New York, U.S.A.  
London, 118 Whitechapel Road.  
Agents: BULLETT & PERRY.  
London, 118 Whitechapel Road.

Opposite to the China Mail.

**INTIMATIONS.**

**OFFICIAL NOTICE.**

Proposal To Change Steamer's Name

I, H. M. H. NEMAZEE of Hongkong, hereby give notice that in consequence of an undertaking to that effect in the Bill of Sale and for the sake of uniformity in the names of the steamers of my fleet I have applied to the Board of Trade, under Section 47 of The Merchant Shipping Act 1894 in respect of the ship "BURMAREET" of Hongkong Official No. 91,457 of gross tonnage 2420 tons register tonnage 1561 tons heretofore and at present owned by myself for permission to change her name to "BALTISTAN" and to have her registered in the new name at the port of Hongkong, as owned by myself.

Any objections to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within seven days from the appearance of this advertisement.

Dated at Hongkong this 20th day of May, 1921.

(Signed) H. M. H. NEMAZEE.

**OFFICIAL NOTICE.**

Proposal To Change Steamer's Name

I, H. M. H. NEMAZEE of Hongkong, hereby give notice that in consequence of an undertaking to that effect in the Bill of Sale and for the sake of uniformity in the names of the steamers of my fleet I have applied to the Board of Trade, under Section 47 of The Merchant Shipping Act 1894 in respect of the ship "MAUSANG" of Hongkong Official No. 72,860 of gross tonnage 2194 tons register tonnage 1673 tons heretofore and at present owned by myself for permission to change her name to "MAJARISTAN" and to have her registered in the new name at the port of Hongkong, as owned by myself.

Any objections to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within seven days from the appearance of this advertisement.

Dated at Hongkong this 20th day of May, 1921.

(Signed) H. M. H. NEMAZEE.

**OFFICIAL NOTICE.**

Proposal To Change Steamer's Name

I, H. M. H. NEMAZEE of Hongkong, hereby give notice that in consequence of an undertaking to that effect in the Bill of Sale and for the sake of uniformity in the names of the steamers of my fleet I have applied to the Board of Trade, under Section 47 of The Merchant Shipping Act 1894 in respect of the ship "INNAMINCKA" of Hongkong Official No. 89,430 of gross tonnage 2474 tons register tonnage 1325 tons heretofore and at present owned by myself for permission to change her name to "SEISTAN" and to have her registered in the new name at the port of Hongkong, as owned by myself.

Any objections to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within seven days from the appearance of this advertisement.

Dated at Hongkong this 20th day of May, 1921.

(Signed) H. M. H. NEMAZEE.

**OFFICIAL NOTICE.**

Proposal To Change Steamer's Name

I, H. M. H. NEMAZEE of Hongkong, hereby give notice that in consequence of an undertaking to that effect in the Bill of Sale and for the sake of uniformity in the names of the steamers of my fleet I have applied to the Board of Trade, under Section 47 of The Merchant Shipping Act 1894 in respect of the ship "RUPARA" of Hongkong Official No. 12,662 of gross tonnage 1368 tons register tonnage 791 tons heretofore and at present owned by myself for permission to change her name to "RIGESTAN" and to have her registered in the new name at the port of Hongkong, as owned by myself.

The difference in rates above quoted is explained as follows:—The rate of \$600.—is for two persons in one car, and the second quotation of \$450.—covers cases where four persons are prepared to share one car for transportation.

No extra charge to residents will be made in connection with the regular Tea and Dinner Dances or entertainments held at the Repulse Bay Hotel.

Monthly residents will also be entitled to the free use of the individual bathing tents on the beach.

Dated at Hongkong this 20th day of May, 1921.

(Signed) H. M. H. NEMAZEE.

**HONGKONG HOTEL LTD.**

**J. H. TAGGART**,  
Manager.

Hongkong, May 19, 1921.

**INTIMATIONS.**

**OFFICIAL NOTICE.**

Proposal To Change Steamer's Name

I, H. M. H. NEMAZEE of Hongkong, hereby give notice that in consequence of an undertaking to that effect in the Bill of Sale and for the sake of uniformity in the names of the steamers of my fleet I have applied to the Board of Trade, under Section 47 of The Merchant Shipping Act 1894 in respect of the ship "ALLINGA" of Hongkong Official No. 10,578 of gross tonnage 2242 tons register tonnage 1406 tons heretofore and at present owned by myself for permission to change her name to "LORESTAN" and to have her registered in the new name at the port of Hongkong, as owned by myself.

Any objections to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within seven days from the appearance of this advertisement.

Dated at Hongkong this 20th day of May, 1921.

(Signed) H. M. H. NEMAZEE.

**OFFICIAL NOTICE.**

Proposal To Change Steamer's Name

I, H. M. H. NEMAZEE of Hongkong, hereby give notice that in consequence of an undertaking to that effect in the Bill of Sale and for the sake of uniformity in the names of the steamers of my fleet I have applied to the Board of Trade, under Section 47 of The Merchant Shipping Act 1894 in respect of the ship "MAU-SANG" of Hongkong Official No. 72,860 of gross tonnage 2194 tons register tonnage 1673 tons heretofore and at present owned by myself for permission to change her name to "MAJARISTAN" and to have her registered in the new name at the port of Hongkong, as owned by myself.

Any objections to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within seven days from the appearance of this advertisement.

Dated at Hongkong this 20th day of May, 1921.

(Signed) H. M. H. NEMAZEE.

**OFFICIAL NOTICE.**

Proposal To Change Steamer's Name

I, H. M. H. NEMAZEE of Hongkong, hereby give notice that in consequence of an undertaking to that effect in the Bill of Sale and for the sake of uniformity in the names of the steamers of my fleet I have applied to the Board of Trade, under Section 47 of The Merchant Shipping Act 1894 in respect of the ship "MAU-SANG" of Hongkong Official No. 72,860 of gross tonnage 2194 tons register tonnage 1673 tons heretofore and at present owned by myself for permission to change her name to "MAJARISTAN" and to have her registered in the new name at the port of Hongkong, as owned by myself.

Any objections to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within seven days from the appearance of this advertisement.

Dated at Hongkong this 20th day of May, 1921.

(Signed) H. M. H. NEMAZEE.

**PEAK TRAMWAYS COMPANY, LIMITED.**

WATSON



OLD BROWN BRANDY

THE

PEG O' MY HEART

A. S. WATSON & CO., LTD.  
HONGKONG.Wm. Powell Ltd.  
TELEPHONE 346

JUST RECEIVED.

A CONSIGNMENT OF  
LADIES' AND CHILDREN'S  
BATHING SUITS  
ALSO  
BATHING CAPS.  
NEW STOCKS OF  
TOWELS  
FOR  
BATHING PICNICS.We Specialize in  
Social and Business Stationery,  
Loose Leaf Binders and Books,  
Novelties for the Home and Office,  
Dennison's Xmas Decorations.

INSPECTION SOLICITED

DER A. WING & CO.  
60, Des Ventes Road, CENTRAL

BIRTHS.

STUBBS.—On May 21, at Government House, Hongkong, Lady Stubbs, a daughter.

SOUSA.—On May 23 at the French Convent Hospital to Dr and Mrs. Bernardo de Sousa, a daughter.

LITTLE.—On May 12, 1921, at Hampstead, London, the wife of E. Martin Little, a daughter.

JAROSKE.—On May 16, 1921, at Shanghai, to Mr. and Mrs. Harold P. Jaroske, a son (Maurice Leslie).

DEATHS.

SLEE.—On May 16, 1921, at Shanghai, Edwin Alexander Slee, aged 43 years.

REMEDIOS.—On May 17, 1921, at Shanghai, Margarida Maria, aged seven years, beloved daughter of Mrs. Consuelo Maria dos Remedios.

SOFOULIS.—On May 17, 1921, at Shanghai, Demetrios George Sofoulis of Samos, Greece, aged 70 years.

The China Mail.  
TRUTH, JUSTICE, PUBLIC SERVICE.

HONGKONG, MONDAY, MAY 22, 1921.

LET'S ERRAND.

No official notice whatever has been taken of our advice, our gravely urged advice, published on Friday, that the Government should issue such a statement concerning His Excellency's errand to Peking as would put an end to the alarmist rumours current among the Cantonese, and to the bad feelings thereby

Because it is not for the communists no reason for believing that such a denial could not honestly have been made. Not for an instant would we suggest that. We recognize that official aloofness from Press and Public—the contempt that considers public rumours beneath the notice of "sensible persons"—is as likely to second for the silence still maintained, a silence which, we truly and honestly believe, may have disastrous results. For the *China Mail* is not so much in the dark as it is occasionally expedient to pretend.

We no longer ask for the simple disclaimer we advised on Friday. Our information from the hinterland compels us now to advise—very strongly and urgently to advise—disavowals and denials much more explicit.

We beg the Government to desist at once that the Governor went to Peking to get a lease of areas lying just beyond our New Territories where valuable coal deposits are said to have been located, and extending as far as Whampoa.

We beg it to contradict the Chinese statement that in return for that lease the British Government has promised to help Peking as against Canton, and (so communists are these rumor-artists) that the much discussed Hongkong proclamations were devised to provoke the Cantonese to acts that could be used as a cause belli.

There are other inflammatory rumours current, but these are the worse two, and, however untrue they may look in the eyes of "sensible persons," among politically agitated people they are now fermenting. That is why, not only for our good name as a nation, but to avert mob passions, we want them promptly exploded as lies.

It is not for us to teach high officials their business, and we are not presumptuous enough to suppose we could do it; but if we are to take the Hongkong proclamation that the Sun Wen government must "in no time" come to an end, representing the Government's true belief, then we may without impropriety claim to be better informed than they.

It is not due for early cloth. Its position is much stronger than some people realize, and Peking is weaker.

Sun Wen can count on the support of four provinces, and two next them, Kiangsi and Fukien, are so truly

"neutral" that they act as effective buffers.

Yunnan, desiring a way to the sea clear of French territory, has the best of reasons for devotion to Sun Huanan, so often looted, will be left alone by both sides, on account of its poverty. Kwangtung, is undoubtedly pro-Sun, though rather awkwardly placed for immediate action.

Kiangsi will not fight for either south or north, but it would fight either who might invade it.

As for Kwangsi, it has its internal divisions, Kwelin, full of Cantonese merchants, and "sore" at being ousted as the capital by Nanning, will promptly declare for Sun as soon as he takes possession of Wuhan.

Canton is expecting early developments, and the confidence of the southern Government and its friends is plainly visible.

All this is very bad for Hongkong.

We want peace next door, in our own interest. Above all, we need to be on friendly terms with our neighbours.

We can get this without helping them against Peking—which we have no right to do—by proving our strict neutrality, and dispelling these stories which are at present angering them.

May we not reasonably ask the Government, which has already said the rumours were "idiotic," to add

convincingly that they were false?

UPPER SILESIA.

The sprightly contributor to whom on Saturdays these columns are surrendered seemed to think the Silesian problem bore. No doubt there are others who feel that way, but such pregnant crises are not so lightly to be dismissed. The outcome may matter supremely to us all. We should at least endeavour to understand what is going on.

First of all, it must not be forgotten that the people of Upper Silesia, to the chagrin of the French and the Poles, declared by plebiscite ("self determination") for affiliation with Germany. Our first reflection must therefore be that Lloyd George is in the right, and that those who are disappointed with the Silesian choice are wrong to dub him pro-German. Why consent to a plebiscite if its result, gratifying or otherwise, is not to be accepted?

Secondly, "Adversarius" was wrong in likening this sport to one of the old Balkan squabbles. The issues are of vastly greater importance. Upper Silesia is rich in mineral wealth and in industries, and of great value to the whole world now slowly recuperating after the waste of war. It is asserted that the Poles have neither the means nor the capacity to develop the one or carry on the other. Even supposing that for some reason the result of the plebiscite should not count, that contention, if fairly founded, deserves at least consideration.

At such a time, and in such circumstances, it would be as wrong to ask Peking for concessions within Canton's jurisdiction as it was to buy the Kwangtung coal rights from the Kwangsi usurpers. And in any case we could not bear the thought that our Governor's functions should be suspected of any admixture with concern for concession hunting.

A brief official statement, assuring the Cantonese that the Governor's errand north had no remotest connection with Kwangtung affairs was what we hoped for and asked for.

The Poles, for so long a subject race, have not earned our admiration by their entire conduct since the success of the Allies restored them to nationhood. They were perhaps misled by the anti-Bolshevik panic in other countries, perhaps deliberately induced to be cattaws, but their attitude toward the Russian revolutionists was too bellicose, and undoubtedly helped to consolidate the Bolshevik State, at a time when left to itself it might soon have crumbled by internal dissensions.

Woodrow Wilson would, we presume, stand for the settlement as chosen by the plebiscite. The French, apparently, who had counted on a Polish majority, and desire to miss no chance of "rubbing it in" to the Germans, desire to disregard the plebiscite and hand over Upper Silesia, and all its urban German populations, to Poland. The Poles on their part want it.

Italy and Great Britain are for abiding by the result of the plebiscite. Disturbances in the area concerned have not, they declare, affected the principle, which was included in the Treaty of Versailles, and is as sacred and binding as that treaty.

The French fear that the resources of Upper Silesia, in German hands, would be used for a war of revenge, which the more hysterical of their newspapers declare, the Germans are even now "meditating." Thus does fear breed hate and hate unreasoning conduct.

An Italian paper, "Resto del Carlino," points out that in all the peace treaties minorities of the enemy nations are embodied in the territories taken by the Allies, and that it would be unfair to deny this fact when it is favourable to the Germans.

The "Gazette de Lausanne" is pro-French, but it points out that by getting this rich province the Germans will be no longer able to plead inability to pay reparations—a point we saw scored also in one of the French comic papers.

The Poles themselves were against any subdivision of Upper Silesia as long as they counted on winning the plebiscite, the result of which seems to have surprised them.

Economic necessities would be best served by a German-Polish entente, say the Socialists of various nations, including France, but it seems little use talking of that at present.

A Dutch paper declares that if the industrial district become Polish, industry goes to ruin, if it goes to Germany, the Poles will be permanently embarrassed, and suggests a postponement of the decision, by Allied occupation and administration, with a British High Commissioner.

Lloyd George has made speeches replying the extremist partisans of the French Press, and at latest advises his tone has been considerably subdued. But the problem itself still awaits settlement. The Supreme Council, first pledging its constituents to abide by the decision, should ask the League of Nations to settle it, as a really big test of L.O.N. efficiency.

... Canton is expecting early developments, and the confidence of the southern Government and its friends is plainly visible.

All this is very bad for Hongkong.

We want peace next door, in our own interest. Above all, we need to be on friendly terms with our neighbours.

We can get this without helping them

against Peking—which we have no right to do—by proving our strict neutrality, and dispelling these stories which are at present angering them.

May we not reasonably ask the Government, which has already said the rumours were "idiotic," to add

convincingly that they were false?

The Poles, for so long a subject race, have not earned our admiration by their entire conduct since the success of the Allies restored them to nationhood. They were perhaps misled by the anti-Bolshevik panic in other countries, perhaps deliberately induced to be cattaws, but their attitude toward the Russian revolutionists was too bellicose, and undoubtedly helped to consolidate the Bolshevik State, at a time when left to itself it might soon have crumbled by internal dissensions.

Woodrow Wilson would, we presume, stand for the settlement as chosen by the plebiscite. The French, apparently, who had counted on a Polish majority, and desire to miss no chance of "rubbing it in" to the Germans, desire to disregard the plebiscite and hand over Upper Silesia, and all its urban German populations, to Poland. The Poles on their part want it.

Italy and Great Britain are for abiding by the result of the plebiscite. Disturbances in the area concerned have not, they declare, affected the principle, which was included in the Treaty of Versailles, and is as sacred and binding as that treaty.

The French fear that the resources of Upper Silesia, in German hands, would be used for a war of revenge, which the more hysterical of their newspapers declare, the Germans are even now "meditating." Thus does fear breed hate and hate unreasoning conduct.

An Italian paper, "Resto del Carlino," points out that in all the peace treaties minorities of the enemy nations are embodied in the territories taken by the Allies, and that it would be unfair to deny this fact when it is favourable to the Germans.

The "Gazette de Lausanne" is pro-French, but it points out that by getting this rich province the Germans will be no longer able to plead inability to pay reparations—a point we saw scored also in one of the French comic papers.

The Poles themselves were against any subdivision of Upper Silesia as long as they counted on winning the plebiscite, the result of which seems to have surprised them.

Economic necessities would be best served by a German-Polish entente, say the Socialists of various nations, including France, but it seems little use talking of that at present.

A Dutch paper declares that if the industrial district become Polish, industry goes to ruin, if it goes to Germany, the Poles will be permanently embarrassed, and suggests a postponement of the decision, by Allied occupation and administration, with a British High Commissioner.

Lloyd George has made speeches replying the extremist partisans of the French Press, and at latest advises his tone has been considerably subdued. But the problem itself still awaits settlement. The Supreme Council, first pledging its constituents to abide by the decision, should ask the League of Nations to settle it, as a really big test of L.O.N. efficiency.

... Canton is expecting early developments, and the confidence of the southern Government and its friends is plainly visible.

All this is very bad for Hongkong.

We want peace next door, in our own interest. Above all, we need to be on friendly terms with our neighbours.

We can get this without helping them

against Peking—which we have no right to do—by proving our strict neutrality, and dispelling these stories which are at present angering them.

May we not reasonably ask the Government, which has already said the rumours were "idiotic," to add

convincingly that they were false?

The sprightly contributor to whom on Saturdays these columns are surrendered seemed to think the Silesian problem bore. No doubt there are others who feel that way, but such pregnant crises are not so lightly to be dismissed. The outcome may matter supremely to us all. We should at least endeavour to understand what is going on.

First of all, it must not be forgotten that the people of Upper Silesia, to the chagrin of the French and the Poles, declared by plebiscite ("self determination") for affiliation with Germany. Our first reflection must therefore be that Lloyd George is in the right, and that those who are disappointed with the Silesian choice are wrong to dub him pro-German. Why consent to a plebiscite if its result, gratifying or otherwise, is not to be accepted?

Secondly, "Adversarius" was wrong in likening this sport to one of the old Balkan squabbles. The issues are of vastly greater importance. Upper Silesia is rich in mineral wealth and in industries, and of great value to the whole world now slowly recuperating after the waste of war.

It is asserted that the Poles have neither the means nor the capacity to develop the one or carry on the other. Even supposing that for some reason the result of the plebiscite should not count, that contention, if fairly founded, deserves at least consideration.

At such a time, and in such circumstances, it would be as wrong to ask Peking for concessions within Canton's jurisdiction as it was to buy the Kwangtung coal rights from the Kwangsi usurpers. And in any case we could not bear the thought that our Governor's functions should be suspected of any admixture with concern for concession hunting.

A brief official statement, assuring the Cantonese that the Governor's errand north had no remotest connection with Kwangtung affairs was what we hoped for and asked for.

The *China Mail* is learning from authentic sources that the Government has received from the British Consulate an official denial of the recent rumour that British gunboats were engaged in the transportation of munitions up the West River. This, the paper remarks, should serve to satisfy the Cantonese and put an end to the spread of such incredible reports.

The *China Mail* has learned from authentic sources that the Government has received from the British Consulate an official denial of the recent rumour that British gunboats were engaged in the transportation of munitions up the West River. This, the paper remarks, should serve to satisfy the Cantonese and put an end to the spread of such incredible reports.

With one previous conviction against him, a time expired, he was on Saturday charged before Magistrate Lindau with pocket picking on a crowded tram car on May 13. The complainant stated that defendant jostled him when the car stopped at Pedder Street, and made off with a bundle of notes but was speedily caught. Mr. Haywood, for the defence, said that the defendant, a laundryman, had an unblemished character, and submitted that at them was only the word of one man against another, he was entitled to a dismissal. The Magistrate convicted. When the defendant's record was read out, Mr. Haywood said that he was unaware of it when he spoke of the defendant's "good character." Sentence of three months' hard labour was passed.

Mr. Edwin A. See of the firm of Messrs. Mortimer Reid and See died at Shanghai from an attack of heart failure. He was 43 years of age. Mr. See, who was a prominent figure in commercial circles, came to Shanghai from Bristol, England, in 1909 and as a chartered accountant he took a position on his arrival with the China Mutual Insurance Company. In 1917 the partnership of the firm of Mortimer Reid and See was formed.

## SPECIAL CABLES.

## SHANGHAI REGATTA.

## INTERNATIONAL EVENTS.

## [China Mail SPECIAL.]

SHANGHAI, May 23.—Henley regatta was held in ideal weather. England won the international eight and America the international pairs and fours. Major McBain's private aeroplane circled the grounds, dropping letters.

## SERIOUS AFFRAY.

## SIX SAILORS STABBED.

## FURTHER TROUBLE FEARED.

## [China Mail SPECIAL.]

SHANGHAI, May 23.—In a serious affray in the Japanese colony of Shanghai six American sailors from the warship "Eurasia" were badly wounded with knives. One map is in a precarious condition. A recrudescence of the trouble is feared, the sailors threatening to come ashore with firearms.

## BLEED TO DEATH.

## MAIN ARTERY CUT.

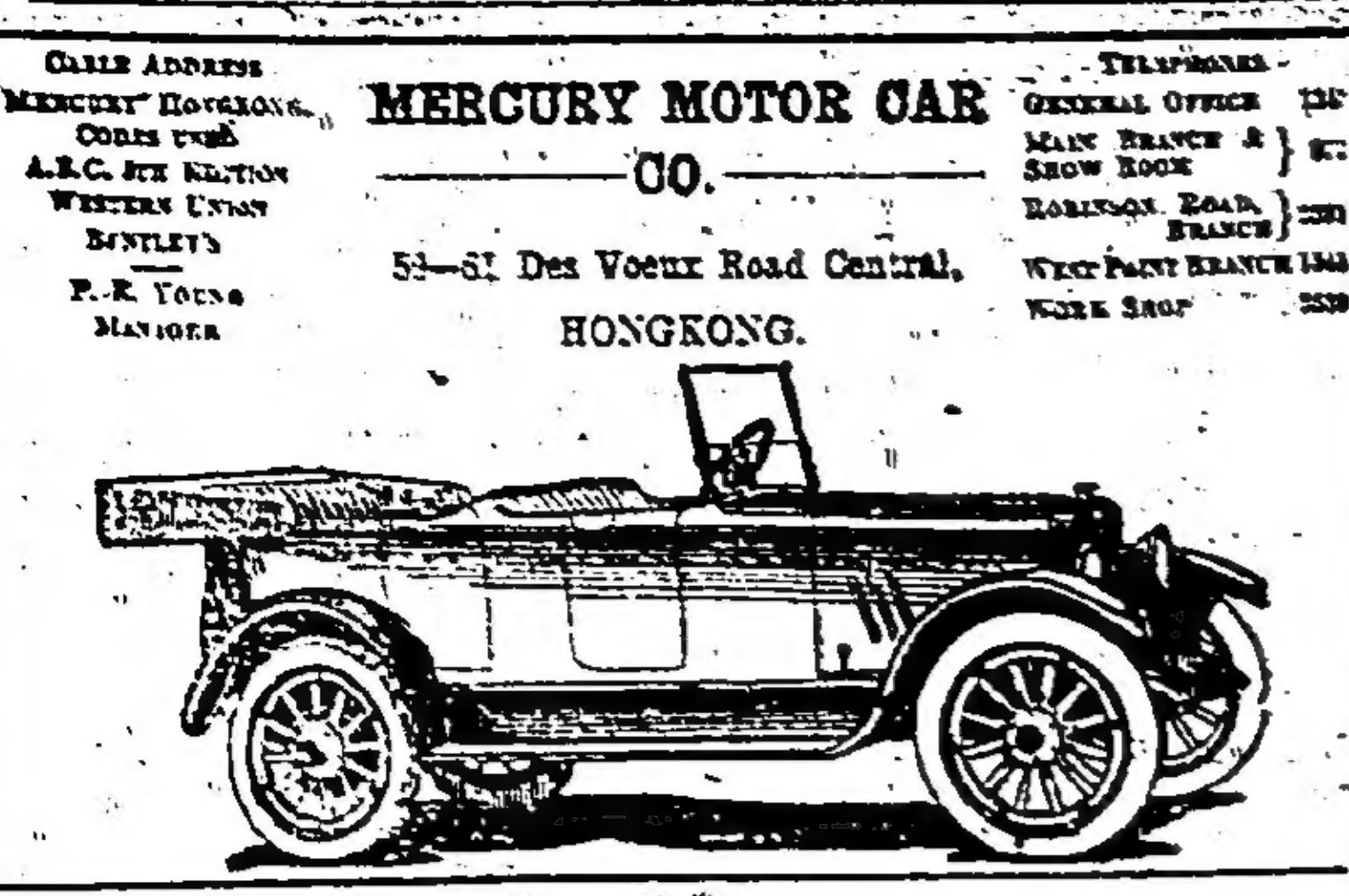
## NORWEGIAN'S FATAL ACCIDENT.

## [China Mail SPECIAL.]

SHANGHAI, May 23.—Mr. Alfred Robinson, a Norwegian while playing with a child brandishing a Japanese dagger cut a main artery in the thigh and died.

## LOCAL AND GENERAL.

On April 14, declares a Vladivostok exchange, there were over 1,000 carloads or 10,00



"MUI TSAI"  
ALLEGED CRUELTY: DISPROVED.  
WOMAN DISCHARGED WITH CAUTION.

Cruelty to a *mui tsai* was alleged against a Wan-chai woman before Magistrate Orme at the Magistracy on Saturday.

Mr. H. K. Woo, who appeared for the defence, entered a plea of "not guilty." Inspector Blackman prosecuted on instructions by the Secretariat for Chinese Affairs.

Dr. W. B. A. Moore, superintendent of the Government Civil Hospital, said that he examined the child on May 1, and found the following injuries: A small, confused wound on the left side of the head, which had been slightly: three bruises on the forehead; two marks of caning on the face, one on the left ear; and the other just below the eye; a bruise on the right cheek; about 18 marks of caning on the left shoulder, the upper arm and chest; and five marks of caning on the right shoulder and arm. All these marks, said the witness, were recent; none of the injuries were in themselves serious. Replying to the Magistrate, the witness said that he thought the girl had been severely treated.

The girl, who gave her age as 11 years, was then placed in the witness box, but in spite of all the interpreter's attempts, very little information could be extracted from her, and all that he got out of her was from her mistress.

In cross-examination, Mr. Woo suggested to the girl that her mistress was fond of her and treated her well.

The reply was "yes."

And you are fond of your mistress?

Yes.

The girl also mentioned several occasions on which she had been chastised by her mistress, but her evidence rather justified her mistress's action. She said that she was willing to return to the defendant.

Mr. Woo: Do you remember stealing a gold plated ear-pick some time ago?

You sold it for three cents?—yes.

You got care for that?—No.

At one time you stole 10 cents regularly for 50 days?—yes.

Were you caned for that?—No.

The Magistrate: She will be getting banished soon, if she admits all these offences.

Mr. Woo explained that his defence was that the defendant had never inflicted corporal punishment on the girl. The beating on this occasion was administered by another woman named Sap Khoo, who lived with the defendant.

Inspector Blackman interposed that the girl had made a long statement to the Secretary for Chinese Affairs, and asked for permission to put it in.

On Mr. Woo's objection, the statement was not admitted.

Replies to further questions, the girl said that once she stole 60 cents from Sap Khoo, but the latter did not beat her for that. Her mistress had never beaten her. Sap Khoo beat her once.

Chun King-ming, an exchange broker, and a fellow tenant of the defendant, told the Magistrate that he reported to the police about the beating the child received. He lived in the same house; he had often urged the defendant not to beat the child. He had not intended to report the matter but, on one day he was informed by his children that the child was bleeding. "I could not bear this," said the witness, "so I went out to look for the police. I wanted them to warn her against beating the child. I have nothing more against her, if she is sorry for what she has done."

With regard to the beating that formed the subject of the charge, the witness declared that he could tell by the accompanying sounds that the defendant was wielding the cane. He indicated that he had lived there long enough, and had heard enough beatings, to differentiate between those administered by the defendant and by her friend.

The Magistrate: Do they often beat her?

Witness: Yes, often, but on this occasion she beat her more severely than usual. He added that he ceased to be on friendly terms with the defendant because of these beatings and because she would not listen to his protests.

Mr. Woo examined the witness as to a piece of land which he had tried to sell to the defendant, and suggested that his evidence was actuated by a grudge against the defendant in consequence of her having refused to invest any money in the property.

The witness admitted offering the land sale, but denied that there was any ill-feeling because the defendant was cautious.

### OUR INFANTILE MORTALITY.

#### ALLEGED HIGH RATE.

##### QUESTIONS FOR THE SANITARY BOARD.

At the Sanitary Board meeting to be held on Wednesday afternoon, Dr. W. V. M. Koch, pursuant to notice, will ask—

With reference to the following cablegram published by Reuters—

At a meeting of the National Council on Venereal Diseases, to which the Mission to the Far East presented its report, Mrs. Neville Rolf declared that she was never so ashamed of being an Englishwoman as she was in Hongkong, where the registered infant death rate was eight hundred higher than the birth rate, "despite British occupation for eighty years."

Will the Head of the Sanitary Department state for the information of the Board—

(i) Whether these figures were supplied from an official or other authorised source, or whether it is known how they were obtained?

(ii) Whether the Infantile Mortality rate of the Colony has been calculated and if so what are the latest figures available?

(iii) If such rate has not been calculated, what are the difficulties which would tend to invalidate such calculation?

At the same meeting the report on the prevalence of mosquitoes will be tabled.

### PASSENGERS.

#### DEPARTURES.

For s.s. "Tango Moon" on Saturday:

Mr. T. Kuroda, Mr. M. Kyoko, Mr. T. Nishiwaki, Mr. K. Sato, Mr. and Mrs. S. Saito, Mrs. L. E. Fewkes, Miss S. Fewkes, Mr. A. H. Aldworth, Mr. W. J. Murdoch, Mr. J. A. Hyndman, Mr. Z. Karube, Mr. N. Toda, Mr. S. Nishiwaki, Mr. M. Noda, Miss F. B. Tait, Mrs. Tait, Mrs. A. H. Barlow, Mr. V. A. Digar, Mr. M. Takahashi, Mrs. Y. Maishara, Mr. D. S. Tait, Master A. E. Tait, Master D. W. Tait, Mrs. R. Shierbeck, Miss C. Damm, Capt. H. Schultz, Mr. J. H. Schultz, Mr. G. H. Kemp, Mr. J. Bennett, Mr. H. N. G. Castenskiold, Miss N. McLevitt, Miss G. Moore, Mr. E. A. G. May, Mr. and Mrs. K. Kobayashi, Mrs. Kondo, Mr. W. Ito, Mr. T. Nagai, Mr. S. Nagai, Mr. A. Nagai, Mr. T. Nagai, Mr. C. Aoi, Mr. M. Yamamoto, Mr. Z. Kasuga, Mr. K. Tanaka, Mr. T. Fujii, Mr. and Mrs. E. Barlow, Mrs. H. Horisaki, Mr. N. Tazaki, Mr. and Mrs. J. Hirai, Mr. K. Higuchi, and Mr. Y. Mawari.

The first Chinese Convention in the Philippines was held recently when the Consul and merchants discussed the Book-keeping Law. The Convention decided to federate all Chinese educational institutions, and to attempt the promotion of closer relations with the Filipinos.

had refused to purchase. He reported the assault to the police so that the defendant might be warned.

The Magistrate: You did well.

Mr. Woo submitted that his client was entitled to a discharge on the ground that there was no direct evidence that she had beaten the child. She declared that it was her friend who had administered all the beating the girl had received.

The Magistrate: If she is a

cubicle and another person beats the child, she, as mistress, is a party to it.

Mr. Woo put the defendant in the witness box. She said that she had the child for over a year, during which time her conduct was very unsatisfactory. The witness never chastised the girl unless her conduct was extremely refractory, and then she would give her some light strokes, never more than seven or eight. Sap Khoo had often beaten the girl, in spite of the fact that she had advised her not to do so.

Replies to the Magistrate, Inspector Blackman said that after the case, the S.C.A. would either send the girl to the Po Leung Kok, or return her to her mother.

Mr. Woo said that his client was prepared to part with the girl. As a matter of fact, she had intended to return her to her mother last year because of her unruly nature.

The girl's mother was called, and she told the Magistrate that she had received several complaints from the defendant in connection with thefts of money by her daughter.

On the defendant's undertaking to return the child to its mother, the Magistrate discharged her with a

caution.

The Magistrate: Do they often

beat her?

Witness: Yes, often, but on this

occasion she beat her more severely than usual. He added that he ceased to be on friendly terms with the defendant because of these beatings and because she would not listen to his protests.

Mr. Woo examined the witness as to a piece of land which he had tried to sell to the defendant, and suggested that his evidence was actuated by a grudge against the defendant in consequence of her having refused to invest any money in the property.

The witness admitted offering the land sale, but denied that there was any ill-feeling because the defendant was cautious.

### SPORT.

#### INTERPORT CRICKET.

##### HONGKONG V. SHANGHAI.

Last Monday's rain in Shanghai prevented the playing of the match between the Probables and Possibles, which was to have formed the basis of the selection of the Interport team to meet Hongkong to-morrow and following days, and it is now unlikely that the team will be chosen until nearly the close of the present week.

There is no doubt that all of those to be chosen are still short of practice, and in batting, especially, during last week-end's games, this was very evident, says the N.C.D. News. It is difficult, therefore, at the time of writing to suggest the whole composition of the Interport team, but one might venture the statement at once that Capt. E. I. M. Barrett, Dr. W. E. O'Hara, H. B. Ollerdissen and A. W. Hayward will be the first chosen.

With Capt. Barrett back in Shanghai and his services available, there can be no doubt but that he will lead the team. Dr. Hara is also a certainty, as well from his experience of the game, as his ability as a bowler. As a batsman, also, he has already got his eye in, as was evidenced on Sunday by his accuracy when meeting a good ball, as compared with a little difficulty when dealing with the loose ones. H. B. Ollerdissen is one of the best, and certainly the most crisp and stylish batsman in Shanghai. On Sunday afternoon he showed a glimpse of his true form and gave a brilliant exhibition. Later in the afternoon, however, when fielding near the boundary, he had the misfortune to split a finger when attempting a difficult sky-boundary and this will interfere to a great extent with his batting in the Interport event.

Will the Head of the Sanitary Department state for the information of the Board—

(i) Whether these figures were supplied from an official or other authorised source, or whether it is known how they were obtained?

(ii) Whether the Infantile Mortality rate of the Colony has been calculated and if so what are the latest figures available?

(iii) If such rate has not been calculated, what are the difficulties which would tend to invalidate such calculation?

At the same meeting the report on the prevalence of mosquitoes will be tabled.

### NEW BATHING BEACH.

#### FOR KOWLOON RESIDENT.

##### GOVERNMENT'S STONECUTTERS' SCHEME.

Kowloon residents are to have a bathing beach provided for them at Stonecutters.

Details of the scheme, which is nearing completion, were furnished to a *China Mail* reporter who made an inquiry on the subject at the offices of the Public Works Department this morning. An arrangement has, it appears, been made between the Government and the military authorities for setting aside an area measuring 150 feet by 40 feet, fencing it around with barbed wire and erecting upon it dressing rooms, and a refreshment booth. Eight marshalled cubicles will be provided for lady bathers, and 16 for gentlemen and there will be another large marshalled which will be available as a common dressing room for use by large parties. Another marshalled structure will serve as a booth where refreshments will be sold by the military canteen.

A landing pier 60 feet in length which will carry a diving stage is being constructed and this will be available solely for the motor launches of the Kowloon Sze Yek Fong Ferry Company with whom arrangements have been made by the Government for a cheap ferry service between Jordan Road, Kowloon, and the new beach. A bamboo pier has already been constructed at Jordan Road and the rest of the work is being pushed ahead so as to make the beach available to the public as from the first of next month.

It was mentioned incidentally this morning that the erection of marshalled dressing rooms at North Point had already proved a successful venture as, in spite of the wet weather, over 600 tickets had been issued since the place was opened on May 15.

LOCAL AND GENERAL.

In response to a request by certain merchants, the Ministry of Communications has ordered two river police gunboats to patrol the Woosung waters against pirates. The complaint stated that small vessels were constantly being molested by the pirates in that vicinity.

Admiral Lin Kuang-nan, director of the Kiangnan Dock and Engineering Works, and other members of his staff have sent a strong telegram to Peking protesting against the Government's alleged action in concluding a loan with "A certain country" for \$5,000,000, with the Dock as security. The Government has been urged to change its course.

F. L. Wainwright could hardly be left out of the team, for not only is he a tricky slow bowler on a wicket that suits him, but is also a good scoring batsman when well set. J. A. Quaile bowled somewhat erratically towards the latter end of last season but has since regained his length combined with a pace that two seasons ago was a great asset. W. N. Hanwell bowled decidedly well during the week-end games, and H. W. Allison not only bowled well, but showed good form with the bat on Sunday.

V. H. Lanning is evidently out of form at present, as both his batting and bowling performances this season show, but when in form there can be little doubt as to his ability as a bowler.

A. E. Lanning, always a good opening batsman with stubborn defence and a useful reserve wicket-keeper, seems also to have lost his form.

H. E. Muriel has been batting very soundly lately and is also very safe in the field. C. Brook is a very able wicket keeper and seems to have a natural instinct for that department of the game; while S. J. Deeks is safe behind the stumps and is also a dependable batsman, for the early stages of an innings. Dr. Morris would always be a useful member of a team, more especially for his excellent fielding; though he can make runs at times and often takes wickets when others fail. D. W. Leach is fairly good all round, and if the improvement he showed last week-end continues, may well deserve a place.

### WIRELESS FOR PEKING.

#### TO COST G. \$150,000.

##### IN OPERATION NEXT MONTH.

The Peking correspondent of the *Shanghai Times* wired his paper on May 14:—At a cost of G. \$150,000, the American Government is erecting one of the largest wireless plants in China within the ground of the American Legation. It will be capable of sending messages direct to Washington without the inconvenience and delay of relaying, and it is claimed will be powerful enough to transmit messages, for that matter, to any part of the world. The towers are 300 feet in height as compared with the towers of the present plant which, even though situated on top of the wall, are but 175 feet above the ground. The present plant can transmit messages directly to Cavite and Manila but in order to get word from the Legation direct to Washington, the radio must be first sent to Cavite or Manila, thence to San Diego, Cal., by radio and thence to Amapaoa, Ilo. The new wireless will obviate all these delays and enable the Legation to keep in direct communication with Washington day by day. The new plant will be in operation next month. The old one will also be kept in repair for emergency use.

Having been defeated in their first attack on the "Chol On," a passenger boat plying between Canton and Kowloon, pirates addressed a blackmailing letter to the captain of the boat demanding payment of \$1,000, under threat of another attack on the boat reports the *Canton Times*. As the captain remained silent a second attack was made on the boat last week when she was on her way to Kowloon from Canton. Fortunately, the captain had placed extra soldiers on board, a precaution which saved the boat. It did not take the soldiers long to put the pirates on the run when they attempted to carry out their threat.

CAUSE OF DESPONDENCY.

DESPONDENCY is often caused by indigestion and constipation, and quickly disappears when Chamberlain's Tablets are taken. These tablets strengthen the digestion, and move the bowels. For sale by all Chemists and druggists.

### TO-DAYS ADVERTISEMENTS.

#### NOTICE.

NOTICE IS HEREBY GIVEN that we have THIS DAY appointed CHARLES E. RICHARDSON our Hongkong Agent. Mr. RICHARDSON will handle all matters pertaining to U.S. Shipping Board vessels operated by FRANK WATERHOUSE & COMPANY, calling at Hongkong.

H. W. BUCHARD,  
Local Manager.

Hongkong, May 23, 1921.

### A. S. WATSON & CO., LTD.

#### NOTICE.

ON TUESDAY, 24th Instant, EMPIRE DAY, all departments will be open for business until 1 P.M. The Hongkong Dispensary will be open for the purpose of dispensing prescriptions until 7.30 P.M.

A. S. WATSON & CO., LTD.

Hongkong, May 23, 1921.

### VEREENIGDE NEDERLANDSCHE SCHEEPVAART-MAATSCHAPPIJ (United Netherlands Navigation Co.)

#### HOLLAND-OOST AZIE LINIE. (Holland-East Asia Line.)

##### NOTICE TO CONSIGNEES

## SHIPPING

## HONGKONG, CANTON &amp; MACAO STEAMERS.

SERVICE OF THE HONGKONG, CANTON &amp; MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED

## HONGKONG-CANTON LINE

Sailings—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m. From Canton daily at 8 a.m. (Sundays excepted) and 8 p.m.

SERVICE OF THE HONGKONG, CANTON &amp; MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE

## SALEMS—

To Macao daily at 8 a.m. (Sundays at 8 a.m.) From Macao daily at 8 p.m. (Sundays at 8 p.m.) Excursion Sunday 2nd May, S.S. "SUI AN" leaves Hongkong 9 a.m. and returns from Macao at 5 p.m. Excursion Empire Day 24th May, S.S. "SUI AN" leaves Hongkong 9 a.m. and returns from Macao 4 p.m.

Other information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. Fred. Cook &amp; Co., Booking Agents, Hongkong.

## DODWELL &amp; COMPANY, LTD.

Regular Sailings to

NEW YORK AND/OR BOSTON.

Via Suez or Panama Canal at Owner's Option.

## LLOYD TRIESTINO

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA &amp; DANUBE PORTS.

TRIESTE having been re-opened for traffic, cargo is also accepted for this port through Bills of Lading.

FOR BRINDISI, VENICE AND TRIESTE. Via SINGAPORE, PENANG and COLOMBO.

## FOR SHANGHAI

S.S. "INNSBRUCK" Sailing on or about May 22. Passengers Luggage can be insured at the office of the Agents.

## NATAL LINE OF STEAMERS

Regular Passenger and Cargo Service to

SOUTH AFRICAN PORTS FROM

CALCUTTA &amp; COLOMBO.

Through Bills of Lading issued from Hongkong

For Freight or Passage on any of the above Lines apply to— DODWELL &amp; CO., LTD., Agents.

## OSAKA SHOSEN KAISHA

SALEMS FROM HONGKONG SUBJECT TO ALTERATION IN INDON, ANTWERP, ROTTERDAM &amp; HAMBURG—Monthly direct service via Singapore and Port Said.

ATLAS MARU Sunday, 15th May.

GENOS AIRES—Buenos Aires, Santos, Mauricio, Durazno &amp; Cape Town via Singapore. Passenger Service.

CANADA MARU Tuesday, 14th June.

KWBAY &amp; COLOMBO—Regular fortnightly service via Singapore.

PEKING MARU Wednesday, 1st June.

BANGKOK—via SAIGON &amp; SINGAPORE—Regular Monthly Service.

KISH MARU Wednesday, 1st June.

EXCITING ACCOMMODATION for 1st and 2nd class passengers.

DNEY &amp; MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

STORY, VANCOUVER, SEATTLE &amp; TACOMA—Via Shanghai and Durban. Regular fortnightly passenger service trading at intermediate ports in Japan, taking cargo to GULF LAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railways.

AFRICA MARU Wednesday, 25th May.

AJAMA MARU Thursday, 16th June.

NEW YORK via SUZAKU Wednesday, 25th May.

NEW ORLEANS via SUEZ Wednesday, 25th May.

SUMATRA MARU Wednesday, 25th May.

PAK PORTS—Shanghai, Moji, Kobe and Yokohama. Tuesday, 20th May.

HAIRIE MARU Tuesday, 25th May.

SELUNG via SWATOW &amp; AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the Q.S.K. wharf near the Harbour Office.

KAO via SWATOW and AMOY.

SUSU MARU Thursday, 2nd June.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745.

No. 1, Queen's Building.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745.

## SHIPPING

**P. & O.-BRITISH INDIA  
APCAR AND  
EASTERN & AUSTRALIAN  
LINES**

(COMPANIES incorporated in ENGLAND).

## MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, AND AFRICA, EGYPT, EUROPE, &c.

## PENINSULAR &amp; ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"PLASSY"	7,345	13th June	MARSHILLS, LONDON & A/wpc.
"DUNERA"	5,400	15th June	Singapore, Colombo & Bombay
"DELTA"	8,000	25th June	MARSHILLS, LONDON & A/wpc.
"SYRIA"	7,000	23rd July	MARSHILLS, LONDON & A/wpc.
"KALYAN"	9,000	5th Aug.	MARSHILLS, LONDON & A/wpc.

## BRITISH INDIA-APCAR SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"JAPAN"	6,100	24th May at 1 p.m.	Calcutta, via Singapore Penang and Rangoon
"PANTHER"	5,000	26th May	Sandakan, Thursday Island
"KINOWNA"	4,500	25th June	Townsville, Brisbane, Sydney, and Melbourne
"KINOWNA"	7,000	25th July	

## SAILINGS TO SHANGHAI &amp; JAPAN

S. S.	Tons	From Hongkong (about)	Destination
"ALIPORE"	5,300	24th May	Shanghai, Moji and Kobe
"TANDA"	7,000	25th May	Amoy, Shanghai and Kobe
"PLASSY"	7,345	31st May	Shanghai only
"DELTA"	8,000	6th June	Shanghai only
"DUNERA"	5,400	6th June	Shanghai only

All dates are approximate and subject to alteration without notice.

## WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Telegrams Interchangeable.  
1st Saloon Passengers may travel by B.I.L.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Steamers and Sailing dates are liable to be cancelled or altered without notice.

Parcels measuring not more than 3 ft. x 2 ft. x 1 ft. will be received at the company's Office up to noon on the day previous to sailing.

## NOTICE TO CONSIGNERS

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents of delivery.

Any damaged packages must be left in the Godowns for examination by the Company and the Company's Surveyor, Mr. Godard and Douglas, at 10 a.m. MONDAY AND TUESDAY. All claims must be presented within two days of the steamer's arrival here, after which date they cannot be recognized. No claim will be admitted after the goods have left the Godowns.

For further information, Passage Fare, Freight, and books, etc., apply to MACKINNON, MACKENZIE &amp; CO., 20, Vaux Road Central, HONGKONG.

**H. H. KING & CO.**  
LARGE STOCK OF SHIPBUILDING MATERIALS,  
viz Steel Ship Plates, Angles and Bars.  
Also Shipchandlery Articles.  
Telephone No. 1114. 28, Wing Woo Street, Central.

**N. Y. K.**  
NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

TITLE &amp; VICTORIA OR VANCOUVER via Manila, Keeling, Shanghai &amp; Japan ports.

to Overland Points U. S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee &amp; St. Paul Railways.

URHIMI MARU (Omit Manila) ... Tuesday, 21st May, at 11 a.m.

ATORI MARU ... Friday, 25th June, at 11 a.m.

SHIMA MARU (Omit Manila) ... Tuesday, 12th July, at 11 a.m.

DON &amp; ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, Port Said &amp; Marseilles.

MARU ... Friday, 25th May, at 11 a.m.

BUTA MARU ... Friday, 10th June, at 11 a.m.

BURG, MARSELLES, LONDON &amp; ROTTERDAM via Marseilles, Middle of June.

EPOL &amp; MARSELLES via Suez.

SY &amp; MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville &amp; Brisbane.

GO MARU ... Tuesday, 21st June, at 11 a.m.

KO MARU ... Tuesday, 18th July, at 11 a.m.

YORK via Panama.

A MARU ... Middle of June.

H. AMERICAN PORTS via Cape.

A MARU ... Saturday, 15th June.

AY &amp; COLOMBO via Singapore.

A MARU ... Wednesday, 26th May.

FTA &amp; RANGOON via Singapore &amp; Penang.

A MARU ... Friday, 28th May.

KU MARU ... Monday, 6th June.

PORTS—Nagasaki, Kobe &amp; Yokohama.

O MARU ... Friday, 17th June, at 11 a.m.

HAL KOB &amp; YOKOHAMA.

BAN MARU ... Thursday, 26th May.

MARU ... Friday, 27th May, at 11 a.m.

SEA MARU ... Sunday, 29th May.

TOKYO—Information apply to

NIPPON YUSEN KAISHA

8, YAMADA, Nagoya.

Box No. 222.

## SHIPPING

**VEREENIGDE NEDERLANDSCHE  
SCHEEPVAART MAATSCAPPIJ**  
(United Netherlands Navigation Company)

**HOLLAND-OOST AZIE LIJN**  
(Holland East Asia Lijn.)

(Members of the Straits, China &amp; Japan Conference)

Regular monthly service between

JAPAN PORTS, SHANGHAI, HONGKONG & MANILA  
AND  
AMSTERDAM, ROTTERDAM, & HAMBURG BREMEN.

Steamer Loading. For Sailing.  
ALCOK ... June ... Rotterdam & Hamburg ... 6th June.  
ALCIBIA ... July ... Amsterdam & Hamburg ... 6th July.  
BRIKEL ... August ... Rotterdam & Hamburg ... 10th August.  
KATIE ... September ... Amsterdam & Hamburg ... 14th September.  
TJIMANOEK ... October ... Rotterdam & Hamburg ... 20th October.

For full particulars please apply to

JAVA CHINA JAPAN LYN.

General Agents, York Building.

Telephone No. 1374.

## MARKET PRODUCE IN HONGKONG.

## APPROXIMATE RETAIL PRICES.

May 17th, 1921.

## Butcher Meat.

	Chickens	Poultry.
Sea Sardines—Mai Lung Pa	20	On
Prune Cut	21	Chick.
Corned—Ham Ngan Yuk	22	Scall.
Boat—Shin	20	Snail.
Breast—Ngan Nam	16	20
Soup—Tong Yuk	15	20
Steak—Ngan Pa	20	20
Steak Sliced—Ngan Lai	30	20
Sausage—Ngan Cheung	25	20
Ballock's Brains—Ngan No per set	10	20
Tongue, fresh—Ngan Li each 50	20	20
Head—Ngan Tsoi	20	20
Heart—Ngan Sam	12	20
Kidney—Ngan Kin	18	20
Feet—Ngan Kee	10	20
Kidneys—Ngan Yiu	9	20
Liver—Ngan Kom	12	20
Tripe (undressed)—Ngan To	5	20
Jalves' Head and Feet—Ngan-tai	20	20
Beefs—Choi No	20	20
Feet—Choi Kee	12	20
Fry—Choi Chap	15	20
Head—Choi Tsoi	15	20
Heart—Choi Sam	10	20
Kidney—Choi Yiu	12	20
Liver—Choi Kom	12	20
Tripe—Choi Yiu	10	20
Brains—Choi No	20	20
Feet—Choi Kee	12	20
Fry—Choi Pa	20	20
Head—Choi Tsoi	15	20
Heart—Choi Sam	10	20
Kidneys—Choi Yiu	12	20
Liver—Choi Kom	12	20
Tripe—Choi Yiu	10	20
Brains—Choi No	20	20
Feet—Choi Kee	12	20
Fry—Choi Pa	20	20
Head—Choi Tsoi	15	20
Heart—Choi Sam	10	20
Kidneys—Choi Yiu	12	20
Liver—Choi Kom	12	20
Tripe—Choi Yiu	10	20
Brains—Choi No	20	20
Feet—Choi Kee	12	20
Fry—Choi Pa	20	20
Head—Choi Tsoi	15	20
Heart—Choi Sam	10	20
Kidneys—Choi Yiu	12	20
Liver—Choi Kom	12	20
Tripe—Choi Yiu	10	20
Brains—Choi No	20	20
Feet—Choi Kee	12	20
Fry—Choi Pa	20	20
Head—Choi Tsoi	15	20
Heart—Choi Sam	10	20
Kidneys—Choi Yiu	12	20
Liver—Choi Kom	12	20
Tripe—Choi Yiu	10	20
Brains—Choi No	20	20
Feet—Choi Kee	12	20
Fry—Choi Pa	20	20
Head—Choi Tsoi	15	20
Heart—Choi Sam	10	20
Kidneys—Choi Yiu	12	20
Liver—Choi Kom	12	20
Tripe—Choi Yiu	10	20
Brains—Choi No	20	20
Feet—Choi Kee	12	20
Fry—Choi Pa	20	20
Head—Choi Tsoi	15	20
Heart—Choi Sam	10	20
Kidneys—Choi Yiu	12	20
Liver—Choi Kom	12	20
Tripe—Choi Yiu	10	20
Brains—Choi No	20	20
Feet—Choi Kee	12	20
Fry—Choi Pa	20	20
Head—Choi Tsoi	15	20
Heart—Choi Sam	10	20
Kidneys—Choi Yiu	12	20
Liver—Choi Kom	12	20
Tripe—Choi Yiu	10	20
Brains—Choi No	20	20
Feet—Choi Kee	12	20
Fry—Choi Pa	20	20
Head—Choi Tsoi	15	20
Heart—Choi Sam	10	20
Kidneys—Choi Yiu</td		

## HONGKONG HOTEL CO., LTD.

## OPERATING:-

HONGKONG HOTEL GARAGE  
RUSSELL STREET GARAGE  
REPULSE BAY GARAGE

SOLE AGENTS FOR HONGKONG AND  
SOUTH CHINA FOR:-

ROLLS ROYCE - Cars  
STUDEBAKER CORPORATION Cars  
WHITE COMPANY - Commercial Trucks  
UNITED STATES RUBBER CO. Tyres & Rubber Goods  
A. E. LEJEUNE - Motor Car Mascots

HEAD OFFICE & SHOW ROOM IN PEDDER STREET.

## SHIPPING.

## MARINE TRANSPORT.

## SIR MARCUS SAMUEL'S PROPHECY.

Interviewed by the *Times*, Sir Marcus Samuel, dealing with the significance of the internal combustion engine to ships, said it was nine years ago that he foretold the employment and the success of vessels to be propelled by internal combustion engines. At that time no British firm had built one of these ships, though the Dutch branch of the Shell Company had built the "Vulcana," the pioneer of the Dutch motorship. In April, 1912, in an article in "Fairplay" on oil fuel and internal combustion engines he foretold the future of this method of transport, and wrote that "it would be rare folly for those engaged in the trade where oil is plentiful to build steamers." In November, 1913, at the launch of the "Arum," he referred in his speech to the opening of the Panama Canal, which he said meant the opening up of large tracts of virgin land and an immense increase in the production of cereals, which within the next three years would be coming into this country. (The literal fulfilment of the prediction was only prevented by the war.) The cost of shipment, he pointed out, would be enormously reduced—by 30 per cent at least—by the employment of the internal combustion engine-boat. The opening of the Canal would make the vast supplies of oil in California ten times cheaper than coal.

## PROVED EFFICIENT.

The "Arum" referred to above was one of three motor-ships belonging to the Flower Motorship Company. Sir Marcus Samuel, finding that all the foreign builders were getting ahead, founded this company about 1912 for the purpose of encouraging the building of internal combustion engines in Great Britain. Two ships, the "Arum" and the "Arabs," were built by Swan and Hunter with engines constructed by Wigham Richardson and Company, an affiliated firm. A third ship, the "Abelia," was built by Armstrong, Whitworth, and Company, the engines being designed and built by the Walpand Slipway Company from the plans of their manager, Mr. Andrew Laing. All three ships were torpedoed by the Germans, the "Abelia" on her second voyage, but they survived long enough to prove that all difficulties had been overcome. There did not seem the most remote chance of replacing them for years to come owing to the war, and the incidence of "E.P.D." very largely caused the directors to decide to wind up the company and return the capital to the shareholders; but the Government having requisitioned the ships, the directors went to arbitration as to the price to be paid for them, claiming that they were so much more efficient than steamers, and that they were entitled to a higher rate of pay. The arbitrators, by their award, justified this claim, and the owners received 12s. 6d. per ton per month charter money, as against 10s. paid for steamers.

## MOTORSHIP ADVANTAGES.

Describing the existing advantages of the motorship over the steamship,

Telephone No. 32  
Telephone No. 659  
Telephone No. 881

men from junk No. 901, which had capsized about 20 miles to the north of Penang. The junk which was laden with rice ran from Kuala Medu for Penang, and two days ago she ran into a squall and capsized. The two men who were found clinging to the junk stated that a third man was swam away. Nothing further has been heard of him. The junk, which had come from Penang, was abandoned.

Two Blue Funnel liners have arrived at Kotschchang, says the *Anglo-Asian Times*. They are the "Hyson" discharging rails and case oil from New York and the "Mamoo," to lead rice for Europe. The Ellerman liner "Kioti" has arrived to load part cargo rice for Europe. There is still seven large steamers in the outer anchorage, and the lighter tonnage of the port available is kept extremely busy at present. Several steamers regularly trading between here and Singapore have been engaged in lighter cargo to Kotschchang.

A very humane action on the part of a ship's captain has just come to light. Last Friday week at ten o'clock in the morning the Pacific Mail Boat, the s.s. "Lake Faulk" left Singapore for San Francisco and when she had been about four hours on her journey a Chinese stoker was badly injured through an ash bucket falling on his head. A wireless message reached Singapore shortly after two and when the ship put back into port a well known local doctor proceeded by launch and boarded the ship outside the harbour limits. The injured man was afterwards conveyed to the General Hospital and the ship resumed her voyage, after five o'clock in the evening. Considering the cost of fuel used in returning to Singapore and the speed at which the ship came back to port one must say a few words in praise of the ship's captain and officers for their kindly action.

## GENERAL NOTES.

It is reported that the Aberdeen Line steamer "Mimicader" has been sold to the Royal Mail Steam Packet Company.

Receipts of the Ministry of Shipping for 1919-20 amounted to £215,253,015, and the gross expenditure was £104,956,384, leaving a net balance to be handed over to the Treasury of £111,793,924.

Two ex-German sailors, the "Paul" and the "Werner" have failed to find buyers at the auction just held at Dunkirk under the auspices of the French Government. The four-masted "Paul," which was withdrawn from the sales is a magnificent vessel, and, it is said, is to be used as a training ship for the Navy.

Engineering and shipbuilding employers are no longer obliged to give their workers seven days' notice of the termination of their employment, or, alternatively, a week's pay in lieu of notice. An order just issued under the Ministries of Warships and Shipping (Cessation) Act places them at liberty to revert to pre-war practice in the matter.

The South African liner "Arundel Castle," built by Harland and Wolff for the Union Castle Line, has left Belfast for Southampton after trials. This is the largest and most luxurious liner yet built for the Cape route, being 19,000 tons gross, 650 ft. long, and has accommodation for 1,063 passengers. She has a speed of 17 knots. Geared turbine engines are installed, and her trials were very successful.

It is understood that a Los Angeles, Cal., syndicate has requested the United States Shipping Board to assign to it for operation to Honolulu and Japan the last two 535-foot passenger liners now under construction in American yards for the Emergency Fleet Corporation. If the two vessels are secured the syndicate proposes to build a chain of tourist hotels in the Hawaiian Islands, the Philippines and in Japan, assuring the passengers of first class accommodations in the Orient. Those who are behind the scheme declare that such a system would do much to popularize tours to Hawaii, the Philippines, Japan and China. They point out that the Pacific would make a striking appeal to the voyager provided adequate hotel facilities with American cuisine, might be available at the various ports of call. The ships would be devoted to this route and would be run by the owners of the hotels.

## LOCAL NOTES.

Captain Lifere of the steamship "Jin Ho" reported on her arrival at Penang that he had picked up two

## ARE WE A C.S. NATION?

## ENGLAND'S TURN OUT.

1,500,000 SICK LIST.  
1,500,000 persons are constantly on the sick list.

Over 13,000,000 weeks work are lost.

3,000 mothers die in childbirth.

60,000 infants are lost.

These facts in each year's health statistics for England and Wales were stated by Sir Kingsley Wood, M.P., of the Health Ministry, in addressing a Westminster conference of insurance organisations and social workers on the subject "Are we a C.S. nation?"

There were some favourable facts in the situation, he said:

The trend of the death-rate is steadily downward in age.

A matter of economic value was that this improvement had recently extended to the middle years of life.

During the last 20 years there has been a remarkable fall in infantile mortality rates. In 1920 there was a sensational drop from 88 per 1,000 births to 80, and in London it was as low as 75.

In 46 weeks from June 1918 to May 1919, said Sir Kingsley Wood, there were over 150,000 deaths in England and Wales attributable to influenza.

## FOR A LAME BACK.

WHEN you have pains or lameness in the back bathe the parts with Chamberlain's Pain Reliever's Day Massaging with the palm of the hand for five minutes and then apply. Then dampen a piece of flannel slightly with this liniment and bind it on over the seat of pain. For sale by all Chemists and Storeskeepers.

## SUPERSTITIONS.

## FOWLS AND SNAKE BITES.

In many parts of the country the flesh of a fowl is regarded as a sure cure for snake-bite; in fact the same superstition is rather general. There are sections also where the same "folk-medicine" is recommended for rheumatism, shingles, scald fever and diphtheria.

There are several variations of the superstition. In some section it is insisted that the application made should be of the raw and bleeding flesh of a fowl which has been stunned but is still alive, while in others it is sufficient that the fowl be newly killed. This superstition should read "a cock" instead of "a fowl" and there are places where they still say that a cock should be used in case of a man and a hen in case a woman is to be cured.

The origin of the superstition is easily seen in the relation which the cock bore in Greek mythology to Aesculapius, the god of medicine and the son of Apollo, the sun-god. The cock's connection with the sun, whose first beams he hails with his crowing, made him a particularly acceptable and appropriate offering to Apollo's son.

"Sacrifice a cock to Aesculapius" were the last words of Socrates. Though the ages have broadened the superstition a little so that we no longer are particular as to the sex of the fowl sacrificed, yet when we attempt to cure disease or snake-bite by the application of the flesh of a newly killed fowl we are in effect, sacrificing a cock to Aesculapius in the hope that the old Greek god will accept the sacrifice and give relief.

## DAIRY FARM NEWS.

## JUST RECEIVED

consignment of Smoked Fish direct from the

## SCOTTISH FISHERIES

Fillets,  
Haddocks,  
Kippers.

THE DAIRY FARM, ICE & COLD STORAGE Co., Ltd.

## ONCE BITTEN.

## HUSBAND DISAPPEARS.

WIFE TAKES A CHANCE.  
A woman asking his consent to her marrying again, Mr. Green, the magistrate at Tottenham Police Court, asked where her first husband was. Was he dead?

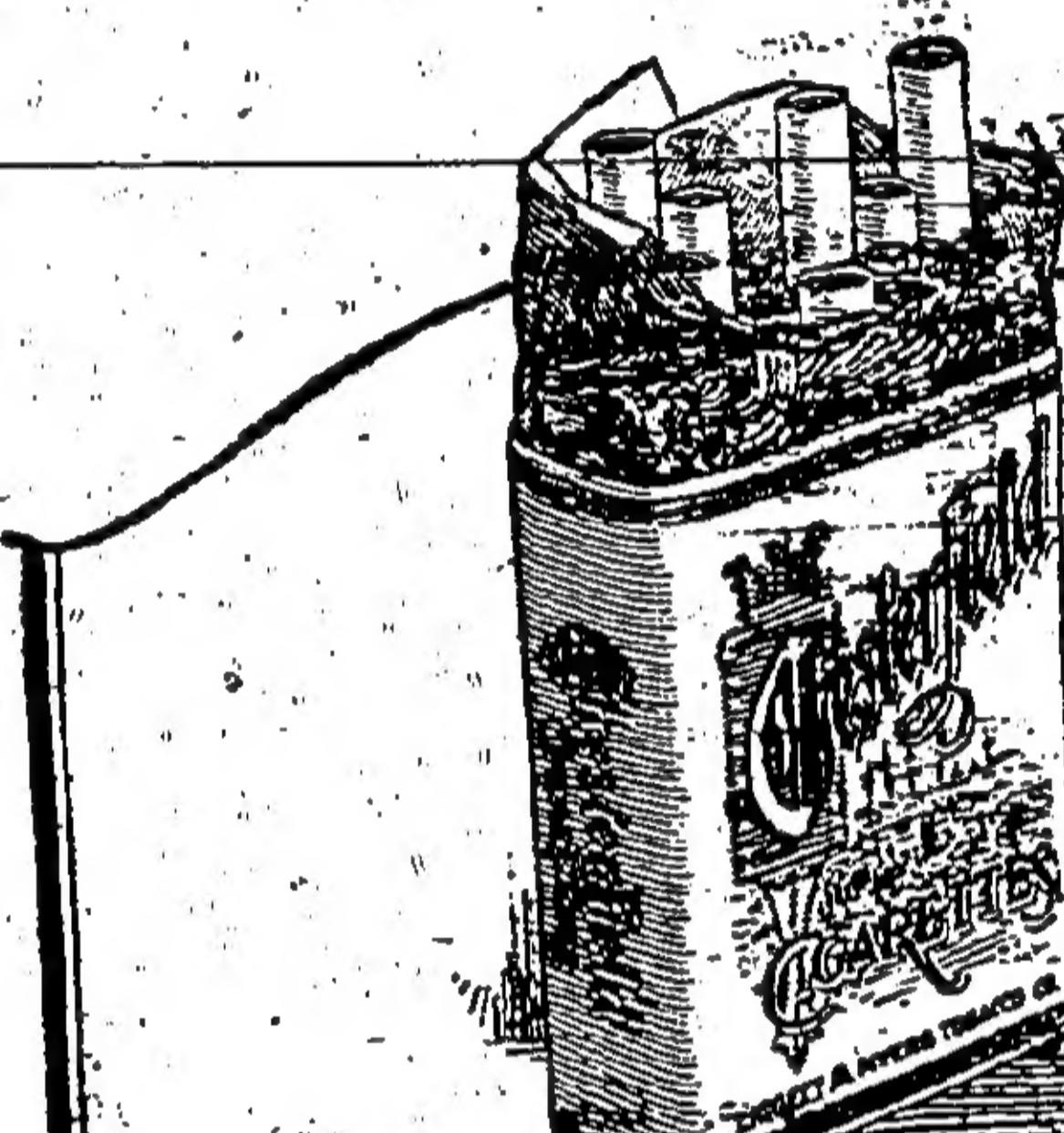
"I don't know," replied the woman who added that she was married in 1913. On her wedding day her husband seemed somewhat pre-occupied and absent-minded, and in the afternoon he said to her, "I am going to fetch a friend to our wedding party. I shall not be long." She had not heard anything of him since.

Mr. Green: Nothing venture, nothing gain. If you like to take the risk—You may be prosecuted for bigamy and then your defence would be that you had not seen your husband for 8 years. But, well, I must not say too much.

The Woman: It is quite perfect.

Mr. Green: As near perfection as matter.

The Woman: I'll take the risk. She left the court happy.



## Different

You know  
what you've  
always wanted.  
a cigarette to do.  
Chesterfields  
do it.

They not only  
please your taste  
(other cigarettes  
do that) but they  
do more.

They give  
to your smoking  
an enjoyment  
so complete  
so full  
so entirely different  
that there's only  
one way  
to describe it—

*They Satisfy*

20 for 20 cents

in six-packs, also obtainable  
in round tins of 50, recommended.

LICETT & MYERS TOBACCO CO.

## VALSPAR BRONZE BOTTOM PAINT

A PERFECT ANTI-FOULING COMPOUND.

SOLE AGENTS—

HOLLAND

PACIFIC

TRADING

COMPANY, LTD.

HONGKONG.

## NOTICE TO SHIPPERS AND PASSENGERS.

## PROJECTED DEPARTURE.

CHINA COAST, ETC.

SWATOW.

May 21.—I.C.S.N. Chusanang.  
21.—D.L. Haikoung.  
21.—C.N. Chepau.  
21.—D.L. Haikoung.  
21.—I.C.S.N. Haikoung.  
21.—D.L. Haikoung.  
June 2.—O.S.K. Sochi Maru.

AMOY.

May 24.—D.L. Haikoung.  
24.—S.N. Soochow.  
24.—D.L. Haikoung.  
24.—D.L. Haikoung.  
June 2.—O.S.K. Sochi Maru.

FOOCHOW.

May 24.—D.L. Haikoung.  
24.—D.L. Haikoung.  
24.—D.L. Haikoung.

SHANGHAI.

May 22.—I.C.S.N. Hoipans.  
22.—I.C.S.N. Kwoongtang.  
22.—C.N. Sichang.  
22.—R.F. Aschias.  
22.—I.C.S.N. Soochow.  
22.—I.C.S.N. Hangchow.  
22.—I.C.S.N. Ningpo.  
22.—P.O. Piaoy.  
22.—I.T. Innsbruck.  
22.—C.N. Shantung.  
22.—P.O. Paul Léon.  
22.—P.O. Duna.  
22.—P.O. Duna.  
22.—J.C.J.L. Tjibodas.

TIENTSIN.

May 25.—C.N. Huichow.  
25.—I.C.S.N. Cheungking.

WEIHAIWEI AND CHEFOO.

May 25.—C.N. Huichow.

TSINGTAO.

May 28.—C.N. Yinchow.  
28.—I.C.S.N. Tatsang.

SAIGON.

May 22.—A.L. Lake Cunca.  
22.—M.M. Andre Lebon.  
June 1.—O.S.K. Kienh Maru.

SINGAPORE.

June 1.—O.S.K. Kienh Maru.  
22.—C.M. Nile.  
July 22.—C.M. China.

BANGKOK.

May 24.—C.N. Chengtu.  
24.—I.C.S.N. Chungsang.  
June 1.—O.S.K. Kienh Maru.

PHILIPPINE ISLANDS, ETC.

MANILA.

May 27.—I.C.S.N. Loongzang.  
June 12.—C.M. Nanking.

JAVA PORTS, ETC.

May 25.—A.L. Lake Cunca.  
25.—E.P.M. Van Cloon.  
31.—J.C.J.L. Tjilwoung.  
June 2.—N.Y.K. Star Maru.  
12.—J.C.J.L. Tjilwoung.  
18.—J.C.J.L. Tjilwoung.  
20.—A.L. Glymont.  
21.—N.Y.K. Borneo Maru.

INDIAN PORTS, ETC.

CALCUTTA.

May 24.—P.O. (Via Rangoon).  
24.—N.Y.K. Japan.  
24.—O.S.K. Madras Maru.

June 2.—B.L. Apurbo Aspar.

6.—N.Y.K. Malacca Maru.

15.—B.L. Tanda.

BOMBAY AND COLOMBO.

May 26.—I.C.S.N. Namsang.  
June 1.—O.S.K. Peking Maru.  
17.—P.O. Dunera.

AUSTRALIAN PORTS.

SYDNEY AND MELBOURNE.

May 22.—C.A. Hwang Ping.

31.—E.A. St. Albans.

June 1.—O.S.K. Taiyuan.

21.—N.Y.K. Tainan Maru.

24.—C.A. Victoria.

25.—E.A. Eastern.

July 25.—E.A. Kadowa.

JAPAN PORTS.

May 21.—P.O. Alipore.

22.—N.Y.K. Tadz.

22.—N.Y.K. Kienh Maru.

22.—O.S.K. Haikoung Maru.

30.—N.Y.K. Tomo Maru.

31.—E.A. Devalon.

31.—N.Y.K. Cheribon Maru.

31.—E.A. Yantra.

31.—E.A. Eastern.

31.—E.A. Menlow.

23.—P.O. Siau.

23.—N.Y.K. Macassar Maru.

## AMERICAN LEGION.

## "FLANDERS FIELDS."

POPPY ADOPTED AS ITS MEMORIAL DAY FLOWER.

The American Legion has adopted the poppy as its Memorial Day flower. On May 30 thousands of tiny red silk flowers will be distributed throughout America by the Legion and other patriotic organizations.

The poppies—exact replicas of those which "blow on Flanders fields"—were made by war orphans of the American and French Children's League. They were brought to America by Mme. Anna E. Guerin, who founded the League for the purpose of perpetuating the friendship between the nation which had its inception on the battlefield. The poppy is the League's national emblem, and the children are the self-constituted guardians of the graves of American soldiers dead in France.

SHANGHAI.  
July 1.—P.F. Helena.  
11.—R.F. Kalyan.  
19.—P.O. Tairak.  
26.—P.O. Kashmir.  
Sept. 10.—P.O. Sardini.  
Oct. 10.—P.O. Karmala.

AMERICAN PORTS.

VANCOUVER.  
June 26.—C.P.O.S. Empress of Asia.  
Aug. 12.—C.P.O.S. Empress of Russia.  
23.—C.P.O.S. Empress of Montenegro.  
Sept. 30.—C.P.O.S. Empress of Japan.

VICTORIA.

May 31.—N.Y.K. Fusihui Maru.

BEATTLE.

May 25.—W.L. West Ivan.  
24.—B.F. Frater.  
24.—B.F. Venatchee.  
25.—O.S.K. Alvin Maru.  
25.—N.Y.K. Fostina Maru.

TIENTSIN.

May 25.—C.N. Huichow.

25.—I.C.S.N. Cheungking.

WEIHAIWEI AND CHEFOO.

May 25.—C.N. Huichow.

TSINGTAO.

May 28.—C.N. Yinchow.

28.—I.C.S.N. Tatsang.

PUKOW.

May 24.—C.N. Sianian.  
31.—C.N. Shantung.

TAKAO.

June 2.—O.S.K. Sochi Maru.

HAIPHONG AND HOIHOW.

May 25.—I.C.S.N. Tatsang.

SAIGON.

May 22.—A.L. Lake Cunca.

31.—M.M. Andre Lebon.  
June 1.—O.S.K. Kienh Maru.

Glymont.

SINGAPORE.

June 1.—O.S.K. Kienh Maru.

22.—C.M. Nile.

July 22.—C.M. China.

BANGKOK.

May 24.—C.N. Chengtu.

24.—I.C.S.N. Chungsang.

June 1.—O.S.K. Kienh Maru.

PHILIPPINE ISLANDS, ETC.

MANILA.

May 27.—I.C.S.N. Loongzang.  
June 12.—C.M. Nanking.

JAVA PORTS, ETC.

CALCUTTA.

(Via Rangoon).

May 24.—P.O. Japan.

24.—N.Y.K. Madras Maru.

June 2.—B.L. Apurbo Aspar.

6.—N.Y.K. Malacca Maru.

15.—B.L. Tanda.

BOMBAY AND COLOMBO.

May 26.—I.C.S.N. Namsang.

June 1.—O.S.K. Peking Maru.

17.—P.O. Dunera.

AUSTRALIAN PORTS.

SYDNEY AND MELBOURNE.

May 22.—C.A. Hwang Ping.

31.—E.A. St. Albans.

June 1.—O.S.K. Taiyuan.

21.—N.Y.K. Tainan Maru.

24.—C.A. Victoria.

25.—E.A. Eastern.

July 25.—E.A. Kadowa.

JAPAN PORTS.

May 21.—P.O. Alipore.

22.—N.Y.K. Tadz.

22.—N.Y.K. Kienh Maru.

22.—O.S.K. Haikoung Maru.

30.—N.Y.K. Tomo Maru.

31.—E.A. Devalon.

31.—N.Y.K. Cheribon Maru.

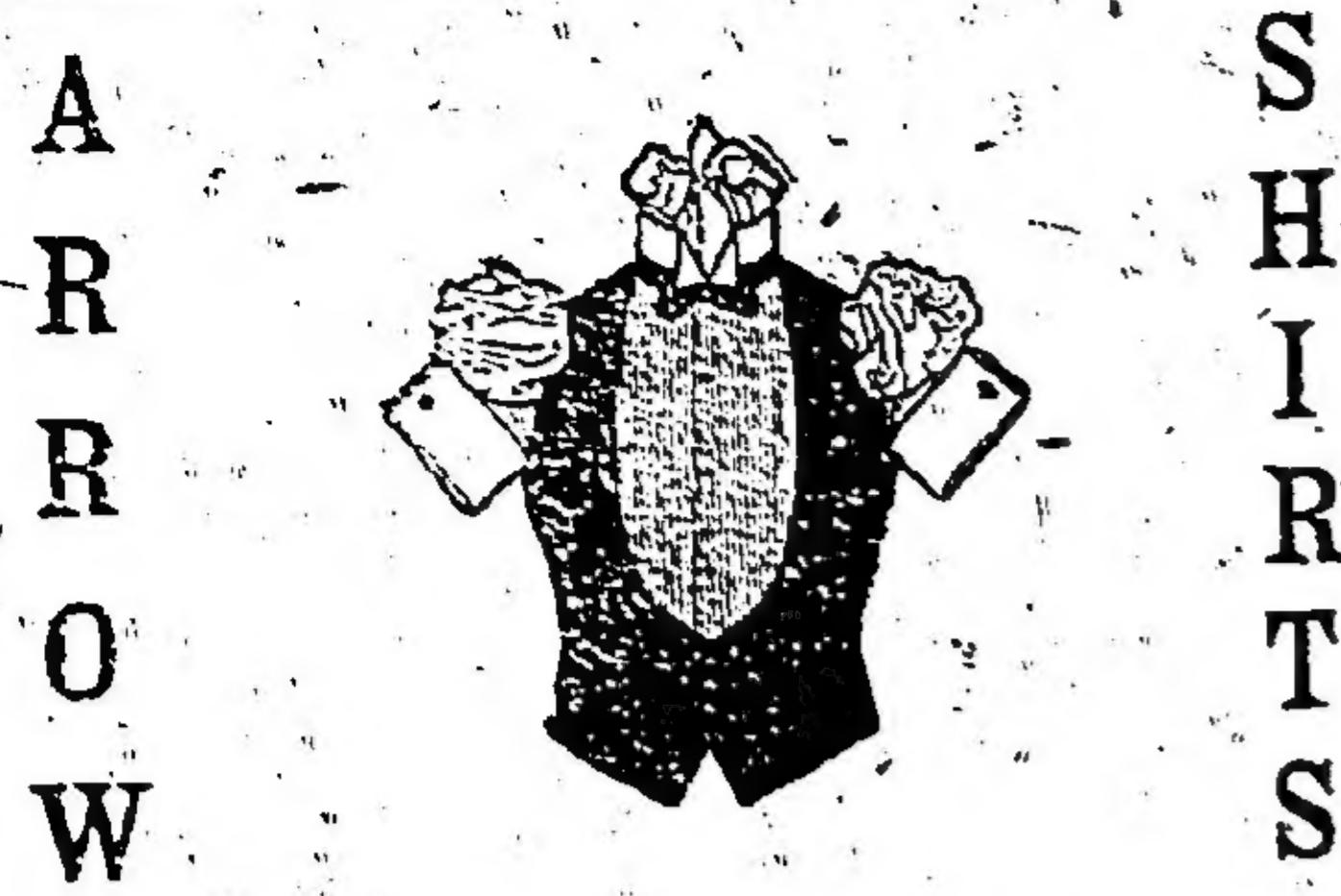
31.—E.A. Yantra.

31.—E.A. Eastern.

31.—E.A. Menlow.

23.—P.O. Siau.

23.—N.Y.K. Macassar Maru.



## INTERPORT CRICKET.

## THE SHANGHAI TEAM.

Mr. L. S. Greenhill, Hon. Secretary of the Hongkong Cricket Club, states that the following is the telegraphed list of the selected Shanghai Cricket Team:

E. I. M. Barrett, O'Hara, H. W. Allison, S. J. Deeks, H. B. Ollerdessen, W. N. Hansell, H. E. Muriel, D. W. Leach, F. L. Wainwright, Quayle, and Bhora. Reserve—Hayward and Billings.

## MARINE MISDOINGS.

Lai Shing, a street coolie from Chin Chow was sent to jail for six weeks by the Marine Magistrate (Lieutenant Conway Hale R.N.R.) at the Marine Court to-day for being unlawfully on board the ss. "Tanda" without the master's permission.

The defendant explained that he went on board to look for employment as a baggage coolie.

For being unlawfully alongside the ss. "Hwah Ping," before permission had been given by the police Pang Kai Ching against whom previous convictions had been recorded was fined \$25, in default one month's jail.

MR. MOTORCYCLIST.

WHAT DO YOU THINK OF A TEAM OF MOTORCYCLES THAT CAN ENTER AND WIN FIRST AND SECOND PLACES AND HIGHER TROPHIES IN SUCH A TRIAL?

## COPY OF CABLEGRAM RECEIVED.

FROM HONGKONG. PARIS PYRENEES PARIS 1920 MILES MOTORCYCLE TRIAL. B.S.A. TEAM WON FIRST AND SECOND PLACES IN 1000 C.C. CLASS FIRST IN 1000 C.C. CLASS TEAM PARIS PYRENEES CUP. AND BORDEAUX MOTORCYCLE CLUB CUP. STOCK MODELS USED. B.S.A. CYCLES LTD.

IS THIS NOT PROOF OF THE RELIABILITY, ENDURANCE AND POWER OF B.S.A. MOTORCYCLES?

WOULD YOU LIKE TO OWN A B.S.A. CATALOGUES AND FULL PARTICULARS WILL BE SENT GRATIS ON REQUEST.

B.S.A. MOTORCYCLES ARE THE LOWEST PRICED HIGH GRADE BRITISH MOTORCYCLES.

WE OFFER FOR IMMEDIATE DELIVERY C.I.F. HONGKONG:

B.S.A. 415 c.c. Model "H" Air-Cooled Enclosed Transmission, Three Speed Motorcycle \$850.00

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.

W. W. & S. Ltd. Importers, with Head Office, 12, Queen's Road Central.